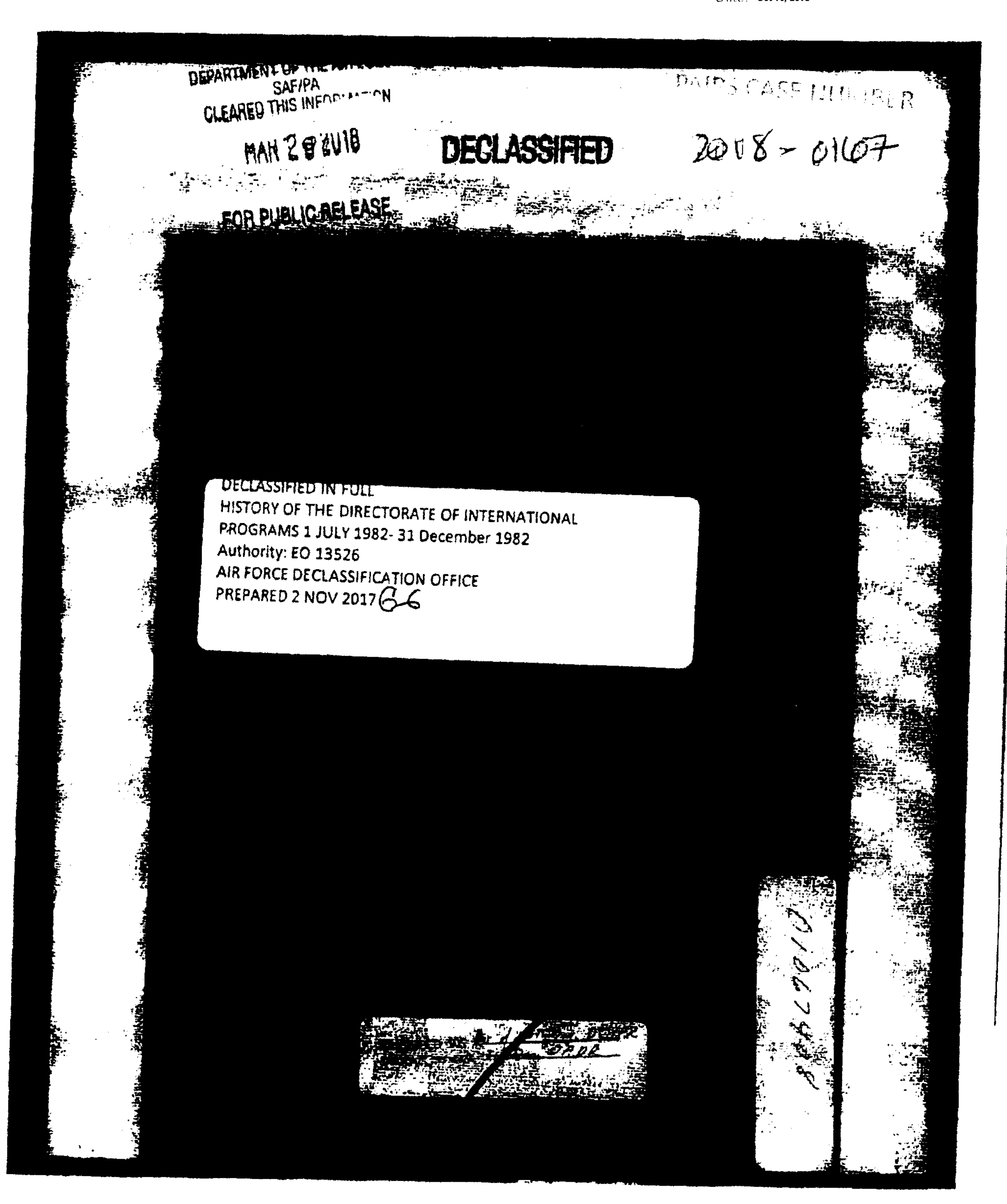
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HISTORY OF THE DIRECTORATE OF INTERNATIONAL PROGRAMS

1 JULY 1982 - 31 DECEMBER 1982

Compiled By

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PREPARED 2 NOV 2017

APPROVED BY:

JAMES L. JAMERSON, Colonel, USAF
Acting Deputy Director of International Programs,
DCS/PR

Classified by Dir of Intl Programs,
DCS/PR
Declassify on [redacted]

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LEONA G. SHAW

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[illegible], AUTHORITY AND RESPONSIBILITY

A. Nature of Security Assistance:

Security assistance comprises the sale of defense articles
and services. The grant of such articles and services without
reimbursement in approved programs, economic supporting
assistance in exceptional cases to offset cost of maintaining
armed forces, and grant assistance to public safety forces
such as police. The Directorate of International Programs,
[illegible], is concerned primarily with Foreign Military Sales
(FMS), grant of defense articles and services through the
Military Assistance Program (MAP), and training through the
International Military Education and Training (IMET) Program.

B. Authority:

The basic authority under which the United States provides
military assistance (Grant Aid) and training to other nations
is the Foreign Assistance Act of 1961, as amended; foreign
military sales is provided under the Arms Export Control Act
of 1976, as amended. These acts are subject to recon-
sideration annually by Congress, at which time funds needed to
carry out the programs are authorized and, in addition, other
amendments usually are made.

C. Responsibility:

The Directorate of International Programs is the Office of
Primary Responsibility (OPR) for matters pertaining to the
USAF security assistance. These responsibilities include:

1. Foreign Military Assistance and Sales: Directs and
coordinates Air Force participation in all foreign military
assistance, grant aid and military assistance service plans,
policies and concepts which will further United States
national interest, and national and allied materiel readiness.
Provides assistance to the Office of the Secretary of Defense,
Joint Chiefs of Staff, Unified Commands, Military Assistance
Advisory Groups and Defense Attaches in the development of
plans, policies and programs concerning foreign military
aspects of international logistics. Plans for and encourages
United States industry participation in international
logistics activities. Advises the Chief of Staff, Air Staff
agencies, Office of the Secretary of Defense/International
Security Affairs, Defense Security Assistance Agency and Joint
Chiefs of Staff on USAF military assistance and sales and ini-
tiates action for improvement. Represents the Chief of Staff
on trips abroad concerning foreign military aspects of inter-
national logistics matters and sponsors military assistance
and sales orientation visits of foreign military dignitaries
to the United States.

2. The Directorate of International Programs has been
designated as the USAF focal point for military assistance and
sales programs and has overall responsibility. The Director
is responsible for providing central direction and guidance to
the Air Staff and major commands on MAP, FMS and IMET matters.

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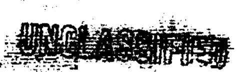


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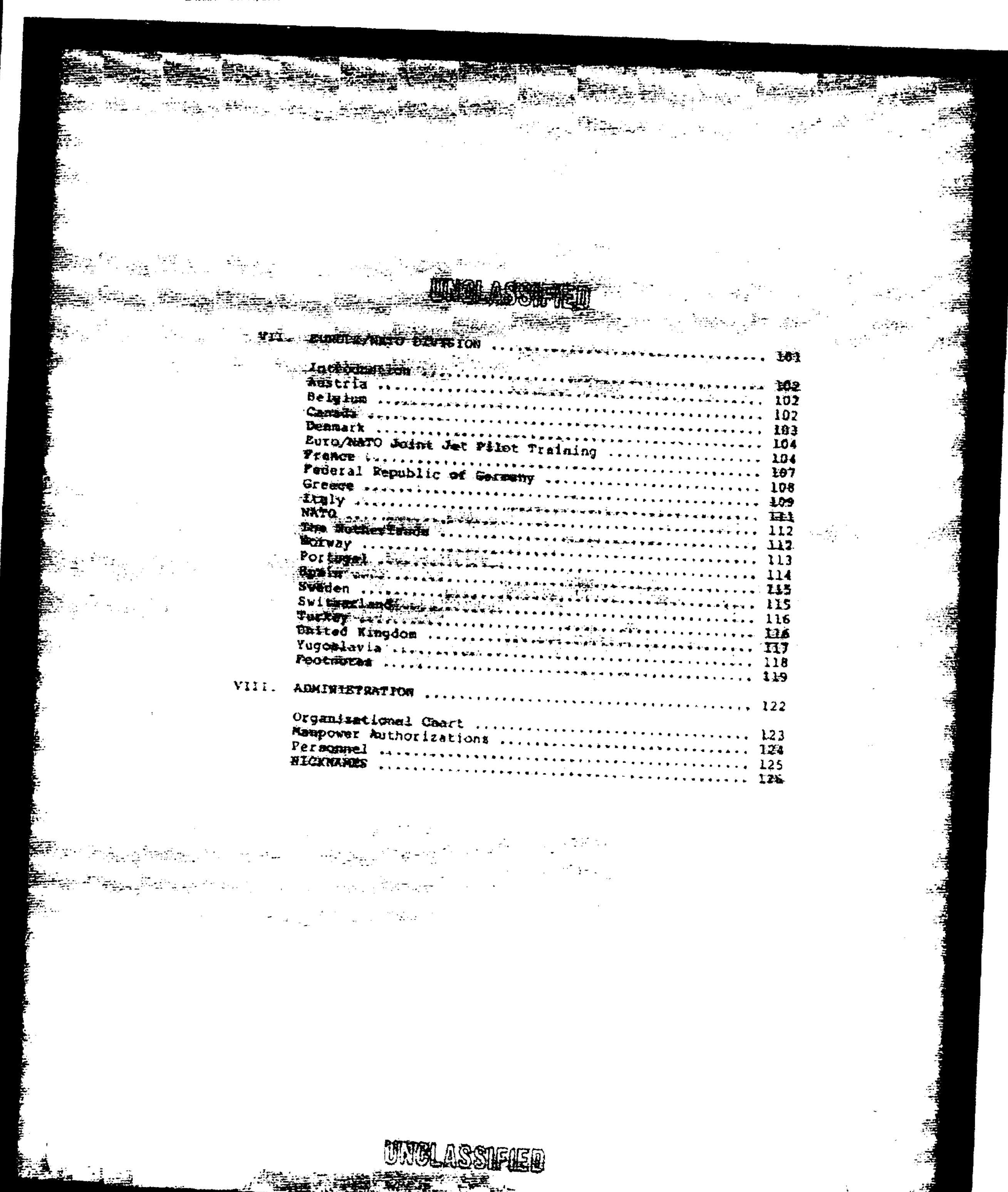


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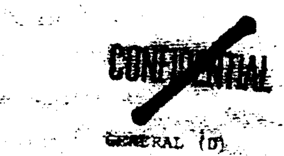
CHAPTER I

AMERICAS/ANZUS DIVISION

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GENERAL (U)

(U) The geographic areas of responsibility within the Americas/ANZUS Division are Central and South America, the Caribbean region, Australia and New Zealand. The major countries with continued activity are Australia, Venezuela and Mexico. Countries with a potential increase in activity are Honduras, with the purchase of six A-37B aircraft; Ecuador, expressing interest in C-130H-30 (Stretch), A-37 and T-33 aircraft, and Colombia expressing interest in new transport type aircraft such as C/KC-130 aircraft and the C-130H-30. The Foreign Assistance Act (FAA) of 1982 reinstated security assistance for Argentina and Chile, subject to Presidential certification. El Salvador has also received increased security assistance with a major part being through the Military Assistance Program (MAP) and Section 506 of the FAA of 1961, as amended. The countries listed below have no major security assistance programs. The active Foreign Military Sales (FMS) cases for these countries are listed.1

COUNTRY	Case	Value (Thousand)
Chile	10	109,770
Panama	16	414
Paraguay	2	15
Dominican Republic	1	2

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Argentina (U)

(U) Argentina had a total of 11 active cases valued at $5.7 million at the end of the reporting period.[2] Most activity was in support of US provided equipment. Activity continued to decline due to the termination of new security assistance programs on 1 October 1978, as a result of the International Security Assistance Act of 1977.[3] The Foreign Assistance Act of 1982 reinstated security assistance for Argentina, subject to Presidential certification. Delivery of the FMS equipment to Argentina was reinstated on 28 September 1982, after being terminated as a result of the Falkland invasion.

Australia (U)

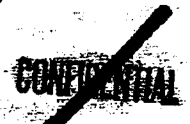
(U) The Australian FMS program includes 161 cases valued at $912.8 million.[4]

(U) The Royal Australian Air Force (RAAF) officially accepted four F-111A aircraft on 30 July 1981, under project PEACE LAND II.[5] The four aircraft were sent to depot maintenance on 1 August 1981. Aircraft A8-112 failed cold proof load test on 20 November 1981, when the right wing pivot fitting fractured.[6] Results of a joint investigation by USAF, RAAF, and General Dynamics, Fort Worth, Texas, revealed excessive stress fatigue as the cause. Delivery and ferry to Australia occurred in April 1982, for the first two aircraft. The second aircraft was ferried in August and the last aircraft was scheduled for January 1983.

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(U) The RAAF has two programs underway to upgrade the F-111C aircraft. The programs are a Class V modification for the ALR-62 Radar Warning Receiver (RWR) and the acquisition of 10 PAVE TACK pods and the integration of the PAVE TACK system on RAAF F-111C aircraft.[7]

Brazil (U)

(U) Brazil's FMS program consists of 63 cases valued at $65.9 million.[8] Most activity was in support of US provided F-5 and C-130 type aircraft acquired commercially over a number of years. The proposed tri-service International Military Education and Training (IMET) program for Brazil included in the Congressional Presentation Document (CPD) was $50,000; however, Presidential determination is required before IMET can be implemented. In August 1982, the Brazilian Government completed a a direct sale of all T-37C aircraft, acquired commercially in 1975, to the Government of Korea.

Colombia (U)

(U) Colombia's FMS program consists of 20 cases valued at $21.3 million.[9] USAF FY83 IMET consists of $70,000. Six of 12 used UH-1H helicopters purchased by the Government of Colombia in March 1982, were delivered 15 May 1982. The remaining six were delivered during July 1982. The Colombian Air Force continues to seek proposals from aircraft manufacturers for a new squadron of fighter aircraft. Current contenders are the Israel Aircraft Industries

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(KFIR) and Northrop Corporation (F-5E and F-5G). The Colombian Government approved funds of $35 million for the first stage of an air defense package.[10] The first stage will consist of early warning and air traffic control radars, with the leading contender for this commercial contract being the Westinghouse Corporation's system. During the reporting period, Colombia put the Air Defense System in a hold status. A Letter of Offer and Acceptance (LOA) was presented during November for 12 A-37 aircraft and support.

Ecuador (U)

(U) Ecuador's total active FMS program value is $22.8 million with 40 active cases.[11] The FY82 IMET program was $475,000. The Ecuadorian Air Force relies heavily on US IMET and FMS training. The Ecuadorian Air Force expressed continuing interest in purchasing additional A-37 aircraft. Due to the nonavailability of excess USAF A-37s and the long production lead times for new aircraft, the Ecuadorion Air Force requested and received Pricing and Availability (P&A) data for excess USAF T-33 aircraft.[12]

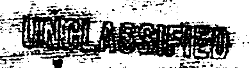
El Salvador (U)

(U) El Salvador's total FMS program for materiel consists of two cases valued at $160,000.[13] IMET training for FY83 is programmed at $225,785. Funding for the El Salvador Security Assistance project is being provided under Section 506(A) of the FAA of 1961, as amended.



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Honduras (U)

(U) Honduras' total FMS program value is $13.2 million with 36 active cases.[15] During FY82, Honduras was allocated $19 million in FMS guaranteed credits and $11 million in grant aid under the Military Assistance Program (MAP). IMET for FY82 was $141,613. In August 1982, the Honduran Air Force accepted an LOA for six A-37B aircraft to include spares and support equipment. An FMS credit loan agreement was utilized to finance the $6.8 million system sale.[16] Four A-37B aircraft were delivered in October 1982 and two A-37B were delivered in November 1982. Spare support was delivered during the period and additional equipment was input to the logistics system. Two Instructor Pilots (IPs) from the US AFRES Force were placed on a 30 day TDY to support the upgrade training of 22 Honduran pilots in the A-37 aircraft. Both IPs returned to CONUS in December 1982.

Mexico (U)

(U) Mexico's active FMS program value is $113.9 million with 10 active cases.[17] IMET for FY83 is valued at $19,000. The Government of Mexico purchased 10 F-5E and two F-5F aircraft with deliveries in August and October 1982.[18] The Mexican Air Force (FAM) used two IPs to ferry all of the aircraft to Santa Lucia AFB, MX. All of the FAM technicians in the CONUS completed training and returned to Mexico by 5 December 1982. The launch and recovery cadre

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that attended basic system training at the Inter-American Air Forces Academy and follow-on training at Williams AFB, also returned to Mexico by mid-August 1982. A $2.7 million amendment to the program for the F-5 hangar, a parking ramp and taxiway, was processed during this period. Devaluation of the peso continues to impact the project by [illegible] follow-on cases and specialty training outside of Mexico.

New Zealand (U)

(C) New Zealand's FMS program consists of 57 cases valued at $18.9 million.[19] Most activity was in support of five C-130H aircraft acquired under FMS. On 8-10 November 1982, Air Vice Marshal David Ewan Jamieson, Chief of Air Staff, Royal New Zealand Air Force, visited the Pentagon as part of the ANZUS Corridor dedication ceremony. He met with General Gabriel, Chief of Staff, General O'Malley, Vice Chief, and Lt General Welch, Deputy Chief of Staff, Programs and Resources. Discussions centered around New Zealand's desire to modernize the Royal New Zealand Air Force by replacing its A-4 aircraft.

Peru (U)

(C) Peru's active FMS program consists of 54 cases valued at $46.4 million.[20] The FY83 tri-service IMET program consists of $485,000. On 25 June 1982, the Peruvian Air Force made an unexpected request for an FMS Letter of Offer for



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18 F-16/79.[21] On 8 July 1982, the initial request was increased to 26 aircraft.[22] When US Ambassador Frank Ortiz attempted to present the P&A data on 31 August 1982, General [illegible], Peruvian Air Force Chief of Staff, refused to receive the Ambassador to discuss the issue. In October, CHMAAG Lima notified the State Department that the Peruvian Air Force was not interested in the purchase of A-10 aircraft.[23] The Government of Peru formally contracted to buy 26 Mirage 2000 aircraft from Marcel Dassault in late December. Terms of the loan package were: total cost $[illegible] million at 12 percent interest for 10 years.

Surinam (U)

(U) On 23 December 1982, the Secretary of Defense directed the suspension of all security assistance for Surinam.[24] There were no active FMS programs with Surinam and the suspension remains in effect.

Uruguay (U)

(U) Uruguay's active FMS program consists of 24 active cases valued at $9.4 million.[25] The tri-service FY83 IMET program consists of $50,000. Most activity was in support of eight A-37 aircraft acquired under FMS. As per Defense Security Assistance Agency instructions, Description and Planning (D&P) data for F-5E, F-5F and F-20 aircraft was provided to the Government of Uruguay (GOU) in December 1982. Because of budget restrictions, it is unlikely that the GOU will pursue a purchase.

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VENEZUELA (U)

(U) The Venezuelan FMS program consists of a total of 50 active cases valued at $688.4 million.[26] Security Assistance programs remained at the same level as the previous reporting period. The PEACE SPIRIT I and II (Bell 412 and 214ST helicopters) continue to receive contractor maintenance support. Maintenance support contracts for both helicopters were extended for an additional year of support.[27]

(U) The Venezuelan Air Force (FAV) acquisition of a Gulfstream III aircraft (PEACE AGUA II)[28] and Cessna Citation II aircraft (PEACE CHARLIE) is continuing on schedule.[29] Aircraft interior specifications and configurations were finalized during this period. The Cessna Citation is scheduled for delivery in February 1982, and the Gulfstream III in January 1984.

(U) The PEACE DELTA program (F-16 A/B System Sale) had several significant events occur during this period. Major accomplishments were the spares and support equipment definitization, development of the training program and completion of the facility survey. The program has two outstanding issues which are affecting the final aircraft configuration: Radar Warning Receiver and Air-to-Air Missile selection.

(C) The FAV was provided with planning data for the sale of 150 AIM-9P3 missiles in November 1982, but their request for an LOA was withdrawn.[30] No major FMS cases were initiated or implemented during this period.

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FOOTNOTES (U)

1. FMS Case Financial Management Worksheet, 30 Nov 82
2. Ibid
3. Sec 720B, Sec 11, Chapter 1, Part III, Foreign Assistance Act of 1961
4. FMS Case Financial Management Worksheet, 30 Nov 82
5. DD Form 1513, AT-D-SZA, 3 Apr 81
6. SM-ALC/MMM Msg [illegible] 81
7. DD Form 1513s, AT-D-YAB and AT-D-YAS
8. FMS Case Financial Management Worksheet, 30 Nov 82
9. Ibid
10. FMS Case Financial Management Worksheet, 1 May 82
11. FMS Case Financial Management Worksheet, 30 Nov 82
12. USMLO QUITO 141630Z Sep 82 and AF/PRIA 121725Z Nov 82
13. FMS Case Financial Management Worksheet, 30 Nov 82
14. Ibid
15. Ibid
16. FMS Case HO-F-SBA PEACE RANAS, DD Form 1513, 18 Aug 82
17. FMS Case Financial Management Worksheet, 30 Nov 82
18. Ibid
19. Ibid
20. Ibid
21. CHMAAG LIMA PE/AF SEC 252205Z Jun 82
22. CHMAAG LIMA PE/AF SEC 081550Z Jul 82
23. CHMAAG LIMA PE/AF SEC - LOG 201529Z Oct 82
24. SECDEF 232200Z Dec 82

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25. FMS Case Financial Management Worksheet, 30 Nov 82

26. Ibid

27. Form 1513-2, Notice 2, 29 Dec 82, VE-D-SEA

28. DD Form 1513, 13 Mar 81, VE-D-SEA

29. DD Form 1513, 11 Jun 81, VE-D-SEA

30. COMUSMILGPVEZAW 031445Z Dec 82

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CHAPTER II

MIDEAST/AFRICA DIVISION

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MOROCCO (U)

(U) The FMS program for Morocco consisted of 52 major cases for a value of $245M. These were made up of weapon system cases, munitions and training cases. The major program was the PEACE ATLAS II (F-5) program.

(U) In Nov 82, an effort was initiated by HQ USAF/PRIS to reduce a Moroccan arrearage condition by reducing the number of open Moroccan Air Force Foreign Military Sales (FMS) cases by closure and/or the reduction in value of cases where possible. If successful, the current 52 cases will shrink to approximately 24 and the value from $245M to approximately $225M.[1] The Royal Moroccan Air Force (RMAF) is working with the USAF and action is expected to continue into the second quarter of FY83.

(U) PEACE ATLAS II is an FMS case for a value of $182.9M for 16 F-5Es and four F-5Fs. At the 7-9 Dec 82 Program Management Review (PMR), the RMAF was apprised of the current status of all aspects of the PEACE ATLAS II Program. The in-country retrofit effort for nine F-5Es and four F-5Fs and training of maintenance personnel will take place beginning the first quarter of CY83. There is now sufficient power at Meknes AB. To date, 14 F-5s have been delivered (ten F-5Es and four F-5Fs). The remaining six F-5Es (retrofitted in CONUS) are scheduled for delivery by direct commercial contract in Jan 83.[2] The contract costs are to be paid by the PEACE ATLAS II Program as authorized by Defense Security Assistance Agency (DSAA). Of the ten

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originally delivered F-5Es, nine remain.

(U) Morocco requested one space in the F-5 Fighter Weapons Instructor Course (FWIC). An LOA for one space beginning in Feb 82 was processed and accepted by Morocco. Case value was $326,068. The course was changed to F-5E Advanced Fighter Training due to the student's lack of qualification for FWIC. The student completed the revised course 24 Aug 82.

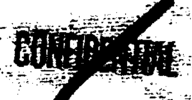
(U) An LOA for a Technical Assistance Field Team (TAFT) consisting of one F-5E/F Instructor Pilot (IP) for a period of 18 months was requested. Due to funding problems, the TAFT IP requirement was incorporated in the PEACE ATLAS II program. The TAFT arrived in Morocco 28 Jul 82.[3]

(U) In Jan 82, Morocco requested an LOA for 375 AGM-65B Maverick Missiles. The LOA, value $28.2M, was sent to DSAA in May 82 for countersignature prior to being sent to Morocco. DSAA held the LOA pending a determination of a method of funding until Oct 82. Following an Oct 82 visit by the RMAF/CC to DSAA[4] the LOA with revised value of $36.5M was released to Morocco (Nov 82) unsigned for planning purposes only. The RMAF advised the USAF during the Dec 82 PEACE ATLAS II PMR that they would not accept the LOA, as it was too expensive.

(U) During Apr/May 82, Morocco requested an LOA for four AN/AVQ-27 Laser Target Designator Sets (LTDS), 400 PAVEWAY II Mark II Laser Guided Bomb Units (GBU 12E/B) and 100 GBU 10F/Bs for use with the MK82 and MK84 bombs. DSAA directed

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the USAF to proceed with LOA development in May 82, but also held this up until after the Oct 82 RMAF/CC visit.[4] The LOA with a value of $14.96M is to be sent to Morocco during Jan 83 unsigned for planning purposes only.

(C) On 20 Jan 82 Morocco requested an LOA for 500 MK20 Rockeye II CBUs. In Jun 82, DSAA directed the USAF to sponsor an exception to National Disclosure Policy (NDP) for Rockeye (approved 20 Aug 82), but to hold LOA preparation in abeyance.

(U) Following an Oct 82 visit by the RMAF/CC the USAF was directed to prepare the Rockeye LOA.[4] In Dec 82, the LOA, value $4.5M, was hand carried to Morocco by DSAA, accepted and implemented.

(U) In Nov 82, Morocco requested and received an in-country briefing on the A-10 aircraft. The RMAF/CC indicated that Morocco, though it felt the aircraft was good, was not in a position to purchase the A-10 or any other aircraft at that time or in the near future.

(U) In Feb 82, Morocco indicated a desire to retire some of their F-5A/B aircraft. In Apr 82, the Government of Turkey transmitted a formal request to acquire 12 Moroccan F-5A/B aircraft. As of 31 Dec 82, no price/terms have been agreed upon.

<u>Nigeria</u> (U)

(U) The PME program to Nigeria consists primarily of training. This training included flying training.

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technical, and professional training.

(U) There are currently two active Blanket Order training cases (NI-D-TAY and TAX) with a total value of $13.5M. Nigeria is still scheduling approximately 100 trainees per year. Nigeria has a high regard for USAF training, but experiences frequent forfeitures due to internal scheduling problems.

(U) Nigeria continues to have problems with timely payments on its FMS cases. The latest being the delayed initial deposit ($2.26M) for their CY83/84 training case NI-D-TAB (value $16.40M). The case was accepted 6 Dec 82 without the accompanying deposit.[5] If payment is delayed the Nigerian Air Force will be unable to order additional training as the ordering period of the other cases expires 31 Dec 82. DSAA authorized Nigeria to use up to $1.75M of freed funds from the closure of several completed cases toward the CY83/84 training case initial deposit.

Tunisia (U)

PEACE CARTHAGE III - C-130 Sale (U)

(U) An LOA for 2 C-130H aircraft valued at $56.7M was presented to Tunisia in Aug 82. The LOA expired on 30 Oct 82 with no sale.

PEACE DIEM III (U)

(U) The F-5 Definitization conference was held at San Antonio Air Logistics Center 2-17 Aug 82. On 30 Oct 82 the

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case value was increased to $208,432,871. The original LOA was written for 6 F-5Es and 6 F-5Fs. Amendment one changed the purchase to eight F-5Es and four F-5Fs.6

Sudan (U)

PEACE RAIN II - F-5F Aircraft (U)

(U) Two F-5F aircraft (total ordered) were delivered to Sudan on 18 Oct 82. Over 90 percent of the spare parts and 80 percent of the support equipment have been delivered to Sudan. Manpower and facilities remain inadequate.

(U) The program value is $39.6M. In Nov 82 a logistics officer was assigned to the OMC for 179 days TDY to help establish a National Logistics system. Two Program Management Reviews (PMRs) were held in Sudan. The first PMR was held 14-18 Aug 82 and the second PMR was held 20-23 Oct 82. These reviews provided status to Sudan regarding the Oct 82 aircraft deliveries/support.

Kenya (U)

PEACE DRUM (F-5) Program (U)

(U) The PEACE DRUM program (FMS Case KE-D-SBA) provided ten F-5E and two F-5F aircraft, support equipment and training support for Kenya. Aircraft were delivered in Mar/Apr 78 at an estimated value of $67M. Deliveries of follow-on support equipment are continuing through logistics requisitions. Two additional F-5F aircraft (PEACE DRUM II) were purchased under FMS Case KE-D-SDA and delivered by Northrop direct

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ferry to Kenya in Jun 82 at an estimated value of $13.5M.

(C) Kenya's Aug 82 coup attempt involved a large number of its 2,500-man Air Force. The Kenyan Air Force (KAF) was disbanded and reorganized as "82AF" under the leadership of the Deputy Army Commander.

(U) After the Aug 82 aborted coup attempt, 82AF was formed around the cadre of Air Force personnel cleared by Kenyan Authorities. Nanyuki AB was renamed Laikipia AB, Eastleigh AB was renamed Moi AB and the Air Force uniforms were changed. Kenyan Air Force personnel investigations are on-going.

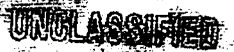
(U) Shortly thereafter, the Kenyan Government requested that an F-5 Instructor Pilot (IP) be sent to Nairobi to assist with their F-5 program. Two qualified IPs were selected (an IP for a one month TDY assignment and another IP for a one year PCS assignment). These services were provided under PEACE DRUM (FMS Case KE-D-SBA) at an estimated value of $75,000.

(U) The Kenyan Government also stressed a desire for undergraduate pilot training (UPT) and reinforcement of its air defense capabilities. During Sep 82, Kenya requested UPT for fourteen students. Services are being provided during the Nov 82 - Mar 84 time frame under FMS Case KE-D-TAK at an estimated value of $2.8M.

(U) During Oct 82, Kenya requested a Radar/Air Defense Survey Team to conduct a survey of its radar/air defense needs. A nine-man USAF/USA team was identified and Terms of

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Reference (TOR) were established. Services will be provided during mid-Jan 83 under FMS Case KE-D-NAL at an estimated value of $52,324.

(U) One F-5E crashed in Nov 82 due to pilot error, bad weather and lack of pilot experience.

(U) In Nov 82, Kenya requested a Technical Assistance Field Team (TAFT) consisting of several F-5 technicians to provide maintenance of their F-5 aircraft and provide on-the-job training (OJT) to the Kenyans during Feb 83 - Jan 84. The source (contractor or USAF) and timing of TAFT availability are undetermined.

Somalia (U)

(U) Somalia purchased three TPS-43F tactical radars, support equipment, spares, tech services, and training under FMS Case SO-D-DAA (PEACE HORN). The LOA was signed in Apr 81. Radars are currently being built and are scheduled for delivery at the contractor's plant during Jun, Oct and Nov 83. Installation in Somalia is scheduled for Jan, Feb and Mar 84. The first radar produced will be used at Westinghouse to train a Somali cadre from Jul through Dec 83. Thirty officers of the Somali Air Defense Force (SADF) are currently in the US for training in English language, electronics, radar operation and maintenance, power production and air conditioning.

(U) In Dec 82, the first PEACE HORN PMR was held at McClellan AFB, CA. Representatives from HQ USAF/PRIB, AFLC

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ILC, Sacramento ALC, ATC, USOMC Mogadishu, Westinghouse Electric and the SADF met to discuss program status and problem areas.[7]

(U) The Language Training Detachment (LTD) established in Somalia under FMS Case SO-D-TAM is functioning well.

ZAIRE (U)

C-130 PROGRAM (U)

(C) Zaire purchased seven C-130H aircraft during the 1971-1977 time frame. Unfortunately, two C-130s have since then crashed leaving Zaire with only five C-130s. Of the remaining five C-130s, two are grounded in Zaire due to lack of engines, two are being held in Italy by the Siai-Marchetti firm pending payment for maintenance work and one is reserved for the use of the President. The C-130 program for Zaire consists primarily of on-going C-130 support deliveries, repair and return of nonstandard support items and follow-on FMSO II cases.

(U) Zaire remained under Brooke Amendment sanctions during Jul - Aug 82 due to non-payment of FMS loans. These sanctions prohibit the start of any new Security Assistance programs, including follow-on training, while they are in effect. During Sep 82, Brooke Amendment sanctions were officially lifted.

(U) After coming from under Brooke Amendment sanctions, Zaire requested a one year and eight month extension of the current Defense Language Institute (DLI) language instructor

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under FMS Case CX-D-TAJ at an estimated value of $57,108; a new follow-on two year language instructor under FMS Case CX-D-TAM at an estimated value of $[illegible],874; and a Weapons Systems Logistics Officer (WSLO) at an estimated value of $236,000.

(U) It is suspected that Zaire will be placed under Brooke Amendment sanctions again in Jan 83 due to credit arrearages. There are continued financial management problems in Zaire.

Egypt (U)

(U) In Jun 80, the Government of Egypt signed an LOA to purchase 40 F-16A/Bs and a full complement of support equipment, spares, munitions, training and technical service support. FMS Case EG-D-SNA, PEACE VECTOR I, was established to provide these aircraft on an accelerated schedule (21 months versus the normal 42) at a cost of $935M. By the end of Dec 82, 18 of the F-16s had been delivered, all on schedule. Some of the other key events in this program during this period were as follows:

a. (U) Program Management Review IV was held in Dayton, OH, in Oct 82. A large contingent of Egyptian Air Force (EAF) officers attended, headed by Maj General Mohamed Abed Rahman, Deputy Chief of Operations, EAF.

b. (U) The F-16 Operational Flight Trainer (OFT) was scheduled to be delivered to Anshas AB, Egypt, in Nov 82. Due to difficulties in constructing the new facility which

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will house this equipment, shipment of the OFT was delayed to Jan 83.[8]

c. (U) In Dec 82, Lt Col James "Rick" Nichols, Commander of the USAF F-16 TAFT at Anshas AB, was killed in an automobile accident in Egypt. Lt Col Bruce Buneke of the USAF was selected to replace him and is scheduled to arrive in Egypt in late Jan 83.[9]

PEACE PYRAMID PROGRAM (U)

(U) The 20 C-130H aircraft sold to Egypt under PEACE PYRAMID I (six aircraft) and PEACE PYRAMID II (14 aircraft) have all been delivered. The delivery of necessary support for these aircraft is nearly complete and final closeout is anticipated in FY83.

PEACE PYRAMID I & II (C-130H) Training (U)

(U) The Egyptian Air Force (EAF) continued training on intermediate level shop support with Lockheed Contractual Engineering Technical Services (CETS) and USAF TAFT personnel, which numbers 11 enlisted and one officer. This should continue for two years.

PEACE REED C-130 Support (U)

(U) PEACE REED is an assortment of follow-on support LOAs, all given the name PEACE REED for administrative control, for C-130s purchased under PEACE PYRAMID. This program is funded under an FMS credit agreement. Support functions are operating properly and the C-130s are meeting EAF

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operational requirements. Over 80 percent of the shop equipment ordered in Jun 82 has been shipped to the freight forwarder. This equipment has been ordered to give the EAF a depot level repair capability in some areas.

PEACE PHARAOH (35 F-4E) Program (U)

(U) The items scheduled for delivery under PEACE PHARAOH have been delivered with very few exceptions. Two hundred and fifteen requisitions of the original 18,200 input for spares are undelivered. Follow-on support LOAs are now providing necessary items to the EAF. The TAFT has decreased from a high of 110 to 42 assigned personnel with continued phase-out by attrition. The EAF has decided to continue to use Hill AFB, Utah, for programmed depot maintenance on the remaining 26 aircraft in FY83-85.

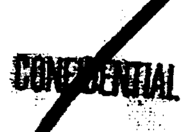
(U) A DOD/USAF team conducted discussions with the Turkish Air Force relative to the potential transfer of EAF F-4s. The Egyptian Minister of Defense requested the DOD to obtain USG approval for a transfer to Turkey during a visit to the US. DSAA submitted notification of the proposed transfer for Congressional approval. However, no agreement has been reached between Egypt and Turkey on the transfer.

(U) "Stop Work" and show cause notices were issued to System Sciences Corp because they have not provided the software capability requested for the Integrated Logistics System (ILS).

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(U) Final determination on recommendations for alternatives to System Sciences Corporation is pending. The delay in achieving operational status for the ILS is estimated to be at least one year from the date a software contract is awarded.

(U) During this period the PEACE LUXOR LOA for 40 ALQ-131 ECM Pods (EG-D-YBR), valued at $71M, was signed.

Kuwait (U)

(U) FMS to Kuwait is limited to training. There are three active Blanket Order Training cases (FY81 KU-D-TAT, FY82 KU-D-TBK, FY83 KU-D-TBA) which provide professional military education and technical training. Total value of these three cases is $6.6M. Initial staffing of the request for training during FY84 indicates value of new case will be $1.5M.

Oman (U)

PEACE UNOW (U)

(U) Oman's third C-130H is scheduled for delivery in Mar 83. Amendment #2 to MU-D-SCA which added a fourth C-130H has been declined by Oman. Oman expects to resubmit the request for a fourth C-130H at a later date for delivery in CY86. Oman is pleased with the C-130H program to date.

PEACE ARROW (AIM-9Ps) (U)

(U) Subcases within PEACE ARROW are being closed. It is

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[redacted]

HISTORY OF THE DIRECTORATE OF INTERNATIONAL PROGRAMS

1 JULY 1982 - 31 DECEMBER 1982

Compiled By

LEONA G. SHAW

APPROVED BY:

JAMES L. JAMERSON, Colonel, USAF
Acting Deputy Director of International Programs,
DCS/PR

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estimated we are within one year of closing the case. The [illegible] have shown a strong interest in purchasing a frontal capable missile, i.e., either the AIM-9L or the improved AIM-9P in the CY84 time frame.

ISRAEL (U)

PEACE PANTHER (U)

(U) FMS case IS-D-YAA includes 21 AAU-10 Forward Looking Infrared (FLIR) units, training and support equipment. All units have been delivered.

PEACE DAGGER (U)

(U) The PEACE DAGGER Letter of Offer and Acceptance (LOA) (IS-D-YAH) provided for 274 AGM-65B units. All units were delivered in Oct 82. The Government of Israel (GOI) has requested a guidance unit test set which is compatible with both the A and B model of the AGM-65.

PEACE FOX Program (U)

(U) The sale of F-15 aircraft to Israel consists of three separate programs, PEACE FOX I, II, and III.
(U) Under PEACE FOX I (IS-D-SGB), 25 F-15s were delivered to Israel during CY76-78. This program is nearing completion with over 99 percent of ordered articles/services delivered.
(U) PEACE FOX II (IS-D-SHP) involved the sale of nine F-15C and six F-15D aircraft. As of Apr 82, all 15 aircraft had been delivered. Total sale value is estimated at $372M

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which includes spare parts, support equipment, technical assistance and training aids.

(U) PEACE FOX III is a new case. The LOA was signed 7 Jun 82. It is for nine F-15Cs and two F-15Ds plus conformal fuel tanks, support, and spare parts totalling $485M. First delivery is scheduled for Nov 84.

GBU-15 Cruciform Wing Weapon (U)

(U) The GOI has requested a fourth buy (IS-D-YCY) for 70 GBU-15s and an increase to 100 units in the third buy (IS-D-YAN). These increases will bring total Israeli GBU-15 sales to 370 units.

PEACE MARBLE Program (U)

(U) The PEACE MARBLE I program involves the sale of 75 F-16 aircraft, spare parts, support equipment, technical assistance and training aids. The last aircraft was delivered in Sep 82.

(C) A proposed follow-on sale of 75 additional aircraft has been placed on hold by NSC/State. The original GOI request included extensive coproduction and offset provisions. This program has been designated PEACE MARBLE II.

JORDAN (U)

Grant Aid/FMS Programs (U)

(U) The FMS program for Jordan amounts to 100 open cases with a value of $118.2M. Grant Aid consists of 113 open lines with a value of $25.5M.

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PEACE RANGE (U)

(U) PEACE RANGE is the sale of two TPS-43 radars to Jordan to be integrated into the air defense system (I-HAWK). The major items of equipment (radars, operations/communications shelters, antenna) are in production and will be available for installation in-country [illegible] 83.

Joint Military Commission (JMC) (U)

(U) The US-Jordan JMC was held in Washington Dec 82. HQ USAF personnel met with the commander of the Royal Jordanian Air Force (RJAF) and members of his staff to discuss topics of importance to both parties. The next JMC has tentatively been scheduled for Apr 83 in Amman.

T-37 Program (U)

(U) The status of the T-37B lease agreement remains unchanged. The T-37 has not yet been determined excess to the USAF and cannot be purchased by Jordan. The lease on the five aircraft is effective until Jul 83. At the Dec 82 JMC, the USAF agreed to support RJAF training aircraft requirements until a new trainer is available but was unable to lease additional aircraft.

Jordan Training (U)

(U) The Royal Jordanian Air Force (RJAF) has one Blanket Order Training Case valued at $474,830. Under this case an F-5 MTT is assisting Jordan in improving pilot production capability. Additionally, this blanket order case has 13

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trainees in CONUS with five attending Air Command and Staff College. Another F-5 MTT is planned for Feb 83. The 82 IMET program has 13 trainees in CONUS with the majority enrolled in flying training. (The 83 IMET program has 206 trainees scheduled with 14 already in the CONUS at present.)

Iran (U)

(U) As of 31 Dec 82, the status of the Iranian FMS program was as follows:

Total Cases:	72
Value:	$2.8B

(U) Actions have been continued to manage the termination of the major weapon system programs, to reduce the total obligation authority of Iranian FMS, and to control Iranian Trust Fund disbursements/reimbursements. Actions were also continued to manage storage of munitions, sensitive materiel, spares, support equipment and repairables in holding accounts, and to monitor the complete financial status of all open/active Iranian FMS cases.

United Arab Emirates (UAE) (U)

General (U)

The UAE has indicated strong interest in the purchase of 20-24 A-10As with the Night Enhancement Package (NEP) undergoing testing at Edwards AFB, CA. USAF's position to date is that this NEP is not releasable. It appears that

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UAE's signing of a contract for the French Mirage 2000 is imminent, due to the reluctance of the US to release an advanced fighter to UAE.

Training (U)

(U) The UAE Air Force (UAEAF) currently has three Blanket Order Training cases valued at [illegible]. The UAE is reducing the value of their training cases to [illegible] due to a shortfall in qualified personnel. Presently, the UAE has 67 trainees in CONUS training. Twenty-six of these trainees are attending Central Texas College in preparation for technical training. Sixteen are attending flying training (six in UPT and ten in UNT).

Bahrain (U)

( ) The PEACE SHARK II LOA (FMS Case BA-D-SCA) for four F-5Gs and two F-5Fs was not offered to Bahrain due to a Bahrain Defense Forces (BDF) request for a release determination on sale of the F-16. The State Department is currently reviewing this request within the context of an overall policy decision on release of advanced fighters to Persian Gulf countries.

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FOOTNOTES (U)

1. HQ USAF/PRIB 121400Z Nov 82 (U)
2. CRMOGLO 031647Z Dec 82 (U)
3. CHMUSGA 301134Z Jul 82 (U)
4. SECDEF/USDP 300135Z Oct 82 (C) (1 Cy)
5. USDAO Lagos/SAO 101454Z Dec 82 (U)
6. Tunisian MOD ltr 22 May 82 (U)
7. HQ USAF/PRIB 011005Z Dec 82 (U)
8. F-16 TAFT 081405Z Dec 82 (U)
9. AFMPC/MPCRORIP 301200Z Dec 82 (U)

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CHAPTER III

ASIA DIVISION

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GENERAL (U)

(U) Foreign Military Sales (FMS) for countries in the Asia Division have seen a continued increase in the number of requests and value of cases, particularly for aircraft weapon systems. Indonesia requested Planning and Availability (P&A) data for [illegible] and 20 F-16A/B aircraft. Japan signed a Letter of Offer and Acceptance (LOA) for two C-130H aircraft. Korea coproduced the first two of a planned 68 F-5E/Fs and signed an LOA for 36 F-16C/D aircraft. Malaysia is scheduled to receive two RF-5E aircraft in the fourth quarter of 1983 under the PEACE [illegible] III Program. The Pakistan PEACE GATE program for 40 F-16 aircraft valued over $1.1 billion is proceeding on schedule with the first six aircraft to be delivered in January 1983. The Philippine Air Force (PAF) requested Planning and Review (P&R) data for 18 F-16/79s and 18 F-20s. Taiwan signed LOAs for 66 F/TF-104G aircraft, and 60 additional, coproduced F-5E/F aircraft.

(U) The Asian countries listed below have no major Security Assistance programs. The following recaps active FMS cases for these countries:[1]

COUNTRY	CASE	VALUE (Thousands)
Bangladesh	--	----
Brunei	--	----
Burma	19	$1,620



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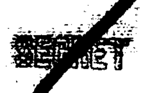
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COUNTRY	CASES	VALUE (Thousands)
India	22	$8,867
Nepal	--	----
Peoples Republic of China	[illegible]	----
Sri Lanka	---	----

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Asian Division (U)

Indonesia (U)

(U) Indonesia's total Foreign Military Sales (FMS) program amounts to $138.6 million with 48 active cases and an undelivered value of $43.5 million.[2] P&R data for 20 F-16/79 aircraft was provided to Indonesia in July 1982. Indonesia requested P&A data for 20 F-16As in March 1982; however, State has not yet approved release of P&A data on the F-16As.[3]

Japan (U)

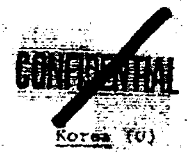
(U) Japan ended the period with an FMS program valued at $539.1 million with 130 active cases and an undelivered value of $346.0 million.[4] To date, eight F-15C/D type aircraft have been delivered under the PEACE EAGLE (100 F-15s) program. In November, the Government of Japan requested the F-15 Memorandum of Understanding (MOU) be revised to include an additional 55 F-15C/D aircraft with scheduled delivery between FY87 and FY91. On 6 August 1982, the Japan Air Self Defense Force (JASDF) signed an LOA for two C-130H aircraft scheduled for delivery October 1984.[5] An LOA for C-130H aircrew and technician training ($2.6M) was signed on 28 October 1982.[6] Program Reviews for the F-15 and C-130 were conducted in Tokyo during July 1982 and November 1982, respectively. P&A data was provided for both two and three F-15Ds, and two C-130Hs in July 1982 with a scheduled delivery date in FY87.



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Korea (U)

(U) The Republic of Korea Air Force (ROKAF) FMS program continued to be the largest in the Asia-Pacific Region totaling $2.39 billion with 282 active cases and an undelivered value of $1.41 billion.[7] The 1982 Security Assistance Review was held in Seoul in September. The F-5 coproduction program for 68 aircraft produced the first two F-5Fs. Korean President Chun Doo Hwan and U.S. Ambassador Richard Walker were present for the formal roll-out ceremony on 9 September making it a major national event. The coproduction mix has been changed from 36 to 48 F-5Es and from 32 to 20 F-5Fs. An LOA for six F-4D attrition aircraft valued at $16.8 million was signed in November. The ROKAF has requested the aircraft be used in a fall 1983 RED FLAG exercise prior to delivery to Korea.[8] A MOU was signed in November 1982 for joint use of an F-4E simulator.[9] The ROKAF portion of the operational and maintenance costs will be managed via an FMS case. The PEACE ACE Joint Use Air Combat Maneuvering Instrumentation (ACMI) range became operational in December. The PEACE BRIDGE program (36 F-16's) is scheduled to begin delivery in 1986; ROKAF will receive the advance F-16C and D models.[10]

Malaysia (U)

(U) Malaysia's FMS program totaled $124.6 million with 59 active cases and an undelivered value of $47.2 million.[11] The PEACE STRIKE Mid-Term Review was held at Kelly AFB in October.

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The PEACE STRIKE III program (two RF-5E aircraft) is proceeding on schedule with deliveries scheduled in the fourth quarter 1983. Northrop Corporation hosted the RF-5E unveiling ceremony on 3 November 1982 and the first RF-5E test flight was conducted on 15 December 1982. The Royal Malaysian Air Force (RMAF) did not accept an LOA for 14 F-5E and two F-5F aircraft due to funding constraints.[12]

Pakistan (U)

(U) Pakistan remains a major FMS participant with a total value of $1.27 billion with 86 active cases and an undelivered value of $1.16 billion.[13] The PEACE GATE program (40 F-16s) is the primary U.S. Air Force program for the Pakistan Air Force (PAF). The two PEACE GATE LOAs together total over $1.1 billion.[14] The 40 F-16 aircraft to be delivered under this program represent a major step for the PAF in the upgrade of their air defense capability. The first six F-16s are scheduled for delivery in January 1983, 13 months after LOA signature.

Philippines (U)

( ) The Philippine FMS program totaled $43.5 million with 58 active cases and an undelivered value of $71.4 million.[15] The program supports aircraft of U.S. origin through the Cooperative Logistics Supply Support Arrangement (CLSSA),



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open end, and similar type FMS cases. Commando Pads, a radar rehabilitation project for height finder and search radars at three locations, was completed in August 1982. The Philippine Air Force is currently negotiating with Northrop for a direct commercial sale of 15 F-5Es and three F-5Fs. P&R data for 18 F-16/79s and 18 F-20s is currently being processed.[16]

Singapore (U)

(U) Singapore has a total FMS program valued at $211.1 million with 71 active cases and an undelivered value of $62.7 million.[17] The PEACE STARFIRE (200 AGM-65B Maverick Missiles and 600 Laser Guided Bombs) Program Review was held in June 1982 at Kelly AFB. PEACE STARFIRE deliveries began in August 1982 and will continue through 1983. Singapore requested an additional 150 GBU-16 and 26 Maverick Missiles.[18] The Republic of Singapore Air Force (RSAF) acceptec an LOA to participate in the RED FLAG 83-2 (Jan 83).[19] The RSAF flew approximately 69 work-up sorties during December 1982. During the exercise beginning 10 January 1983, the RSAF will fly air-to-air and air-to-ground missions using three commercially procured F-5Fs and one USAF F-5. RSAF will also fly approximately ten re-supply missions in their C-130s. A DISAM Mobile Training Team was sent to Singapore in December 1982.[20]



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Thailand (U)

(U) The total FMS program for the Royal Thai Air Force (RTAF) was valued at $524.4 million with 306 active cases and an undelivered value of $184.8 million.[21] Deliveries for a total of ten 30MM gun pods and associated support are scheduled to begin in September 1983 at a rate of two per month.[22] The RTAF is participating in COPE THUNDER 83-2 exercise (January 1983) at Clark AB, Philippines. This will be their second participation in COPE THUNDER. The PEACE PRINCE III (one C-130H-30 aircraft) delivery is scheduled for May 1983.[23] Crown Prince Vajiraloagkorn completed English Language and Physiological Training on 3 November 1982 and entered F-5 Conversion Training on 27 December 1982 with a projected completion date of 6 April 1983.

Taiwan (U)

(U) Taiwan ended the period with a total FMS value of $1.49 billion with 145 active cases and an undelivered value of $717.7 million.[24] An LOA was signed for a follow-on purchase of 40 F-5E/F aircraft.[25] This is a continuation of the PEACE TIGER coproduction program. Three LOAs for 66 F/TF-104G aircraft and one LOA for conversion of 37 F/TF-104G ejection seats were accepted by Taiwan.[26]

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FOOTNOTES

1. FMS Case Financial Management Worksheet, 30 November 1982, p. 23, 24
2. FMS Case Financial Management Worksheet, 30 November 1982, p. 68
3. OMADP Jakarta 120857Z March 1982
4. FMS Case Financial Management Worksheet, 30 November 1982, p. 148
5. DD Form 1513, FMS Case JA-D-SDU
6. DD Form 1513, FMS Case JA-D-TCU
7. FMS Case Financial Management Worksheet, 30 November 1982, p. 146
8. DD Form 1513, FMS Case KS-D-SGG
9. DD Form 1513, FMS Case KS-D-YDA
10. DD Form 1513-1, FMS Case KS-D-SPA
11. FMS Case Financial Management Worksheet, 30 November 1982, p. 77
12. DD Form 1513, FMS Case RP-D-SBA
13. FMS Case Financial Management Worksheet, 30 November 1982, p. 114
14. DD Form 1513, FMS Cases PK-D-SCA and PK-D-SEA
15. FMS Case Financial Management Worksheet, 30 November 1982, p. 62
16. DSAA Letter, 31 December 1982
17. FMS Case Financial Management Worksheet, 30 November 1982, p. 91
18. PEACE STARFIRE Program Review, June 1982
19. DD Form 1513, FMS Case SN-D-YBQ
20. DD Form 1513, FMS Case SN-D-TEV

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21. FMS Case Financial Management Worksheet, 30 November 1982, p. 383

22. DD Form 1513, FMS Case TW-D-YCD

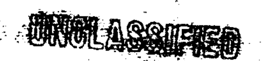
23. DD Form 1513, FMS Case TW-D-SIB

24. FMS Case Financial Management Worksheet, 30 November 1982, p. 181

25. DD Form 1513, FMS Case TW-D-SFD

26. DD Form 1513, FMS Cases TW-D-[illegible], TW-D-SGG, TW-D-SGH, TW-D-SGM

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CHAPTER IV

POLICY AND MANAGEMENT DIVISION

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POLICY AND MANAGEMENT DIVISION

Air Force Publications For Foreign Military Sales (FMS) Purchasers (U)

(U) Detailed procedures for the negotiation, implementation and management of follow-on publications and forms provided to security assistance customers under the FMS program were published in AFR 67-1, Volume IX, Chapter 6, on 14 October 1982. This new directive, for the first time, contains procedures for the automatic distribution of standard publications for FMS purchasers. In addition, Attachment 1 lists the categories and types of publications that require a separate DD Form 1513. The focal points and supply sources are also listed. Attachment 2 is a ready reference information matrix that tells FMS purchasers where and how to submit requests for each category and type of publication. It also informs the FMS purchaser of the sources of supply and lists the types of publications that are authorized for automatic distribution to FMS purchasers.

Movement of Cartridge Actuated Devices, Devices and Propellant Actuated Devices CAD/PAD items (Seat and Canopy Ejection Devices, Engine Starter Cartridges, and Catapults) (U)

(U) FMS purchasers have experienced difficulty arranging transportation of CAD/PAD items to the overseas destination, because of the low weight and volume and the explosive classification of CAD/PAD shipments. At AF/PRIM request, DSAA approved the shipment of CAD/PAD items in the Defense

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Transportation System (DTS) under the following conditions:[1]

a. (U) The FMS purchaser is unable to arrange timely transportation and requests DTS movement by Military Airlift Command (MAC).

b. (U) There is regularly scheduled MAC airlift to the country requesting the service.

When there is no scheduled MAC airlift, the request for the use of DTS will be referred to AF/PRIM for resolution and determination by DSAA on the extent of MAC airlift that may be used. Approval is dependent upon the requesting country's ability to move the items to final destination from the MAC airlift termination discharge point.

Processing Discrepancy Reports Against FMS Shipments (U)

(U) The Report of Discrepancy (ROD) Improvement/Surveillance Program (RISP) was initiated by the Defense Logistics Standard Systems Office in December 1981 to study and determine compliance with and adequacy of existing procedures, the need for policy and procedural changes and the feasibility of automated procedures[2]. The RISP study is being performed by representatives from each of the Military Services and from DLA and GSA. AFLC ILC/OOCS, the Air Force FMS ROD International Logistics Control Office (ILCO) is providing the primary Air Force member to the RISP for FMS

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and AF/PRIM provides the alternate member. The surveillance phase of the RISP was completed in November 1982. The improvement phase of the RISP is to start at a meeting to be held at New Cumberland Army Depot, PA, 25 - 28 January 1983. AF/PRIM plans to participate in the improvement phase of the RISP to the maximum extent possible.

Transportation of FMS Materiel Procured from Foreign Vendors (Excluding Canadian Vendors) (U)

(U) The traditional FMS transportation procedures that apply to CONUS outbound shipments are generally not appropriate for movement of FMS materiel from foreign vendors. Except for Canadian procurement, the following procedures were established for FMS materiel procured from foreign sources. The procedures were effective 29 September 1982 and are to be used on all new contracts for AFLC managed cases and Modifications/Amended Shipping Instructions (MODs/ADIs) to existing contracts in support of FMS requirements being procured from a foreign vendor under Delivery Term Code "4" conditions (FOB origin from the foreign vendor).

a. (U) Shipping instructions will contain the following phrase for all FMS line items: SHIP TO: When materiel is ready for shipment, contact the cognizant transportation officer for shipping address. (Materiel on this contract line is in support of Foreign Military Sales and is provided

on the basis of Delivery at Origin. A designated country representative will receive materiel and arrange all movement and export).

b. (U) A copy of all contracts with foreign vendors, except Canadian, in support of FMS will be forwarded to AFLC/LOZPI.

c. (U) AFLC/LOZPI will advise the proper International Logistics Center (ILC) country/case manager of the contract actions and request they notify the appropriate FMS country representatives.

d. (U) The ILC will advise the purchasing country embassy or representative of the source of supply for their materiel and request they take the following actions.

(1) (U) Obtain the necessary export license from the country of origin and advise the ILC that the license has been acquired.

(2) (U) Identify the Point of Contact (POC) in the country of origin who will make all arrangements for receipt and onward movement of the materiel and advise the ILC of this arrangement. Upon receipt of the confirmation that an export license has been obtained and the POC named, the ILC will advise AFLC/LOZPI.

e. (U) AFLC/LOZPI will, through the procurement traffic office, forward this information to the cognizant transportation office with instructions that when they are notified of materiel availability, the FMS country designated

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PSC will be notified to make necessary arrangements for movement from origin.

(U) Above procedures are to be published in the next revision to AFR 75-43.

Temporary Duty (TDY) Financed by Security Assistance Funds (U)

(U) The following exception to the General Guidance for TDY travel financed by security assistance funds became effective 5 November 1982.4 In those instances where (a) the travel is being charged directly to a specific FMS case and (b) the case provides for the utilization of a designated air carrier whenever possible and authorizes a class of service other than economy (or the FMS customer has dictated these travel arrangements in a separate written document such as a memorandum of agreement, etc.), the military or civilian traveler is expected to comply with the contractual arrangement. Appropriate changes to AFR 10-7 and AFR 400-3 have been prepared by AF/PRIM for publication.

FMS Purchaser Requisitioning of Classified Items (U)

(U) At AFLC/MMP request, AF/PRIM approved FMS purchaser requisitioning of classified items for FMSO II cases and Blanket Order cases for spare parts under the following conditions:5

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a. (U) The DD Form 1513 contains a separate subline for the classified materiel when required.

b. (U) The case managers determine the delivery conditions for classified materiel from the purchaser at the time the LOA is negotiated. (A separate subline for classified materiel is not necessary when the purchaser is freight forwarder).

c. (U) If the purchaser prefers to move classified materiel from a DOD controlled CONUS port of exit by his own aircraft or vessel, the classified materiel will be assigned Delivery Term Code (DTC) 8. A separate subline is required.

d. (U) If the purchaser does not have a cleared freight forwarder and is unable to arrange transoceanic transportation from a DOD controlled port of exit by his own aircraft or vessel, the classified materiel will be assigned DTC 7. The above procedures are to be published in AFR 75-43 and AFM 67-1.

AFR 400-3, Foreign Military Sales (U)

(U) Change 3 to AFR 400-3 was submitted to publishing on 8 December 1982. Estimated distribution date is 1 April 1983.

Overseas Security Assistance Management Organizations (U)

(U) The security assistance administration operations continued to be conducted under a Continuing Resolution

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Authority (CRA). Those organizations engaged in administration, management and supply operations, normally financed by the Military Assistance Program (MAP) appropriation, and the Panama Canal Military Schools (PACAMS) financed by the International Military Education and Training (IMET) appropriation, were authorized to incur obligations for essential operating expenses at an annual rate that did not exceed the FY 82 level of funding. This directive[6] will remain in force until expiration of CRA or until issuance of further guidance from DSAA.

(U) The method of financing Military Assistance Advisory Group (MAAG) administrative expenses was changed beginning FY 83. Heretofore, these expenses were initially financed from the MAP appropriation, with subsequent reimbursement from FMS administrative funds for expences related to the FMS program. Commencing in FY 83, all MAAG administrative expenses, both FMS and Grant Aid related were initially financed by FMS Administrative Funds, with a later reimbursement from the MAP appropriation for Grant Aid related expenses. Under the change, the FMS account became the carrier financing account in lieu of the MAP account.

(U) An exception to policy request was made to AF/MPCH regarding the provision of Officer Efficiency Report (OER) data to this Headquarters pertaining to nominees for MAAG positions. While OER documents are privileged information, the Air Staff required this information to enable a total review of each nominee to enable identification of an

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individual with optimum qualifications. AF/MPCR has now made the appropriate change to AF/MPCR OI 36-29 to grant this exception to policy.7

(U) To accomplish effective supervision and coordination of U.S. military security assistance activities, Department of Defense personnel are required in most foreign countries. Proposals for the FY 1983 security assistance program included separate organizations dedicated to the security assistance mission in 49 countries. In 36 other countries, administration of the security assistance program was managed by the Defense Attache Office, (DAO) and/or the U.S. Embassy. As of 10 October 1982, the U.S. Defense Liaison Group in Indonesia reduced the number of military personnel from 27 to 15 and responsibility was transferred to the Military Attache Office, making a current total of 37 DAO security assistance activities.

Overseas Security Assistance Program Management8 (U)

(U) Region	Proposed FY 83 Authorizations Mil	U.S. Civ	Local Civ	Total
European	122	56	90	248
African	28	8	14	50
Near East/South Asia	165	22	57	244
East Asia/Pacific	209	59	95	363
Inter-American	90	16	66	172
Total	614	141	322	1077

Total Authorized U.S. Military and Civilian Personnel - 755

(U) On 1 October 1982, CINCLANT assumed responsibility for security assistance activities from CINCSO for the Caribbean Basin Island countries.9

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The transfer of security assistance functions to CINCLANT is a newly assigned mission directed by the Secretary of Defense and for which CINCLANT requested eight additional billets. Five of the eight additional billets were approved for inclusion in the Joint Manpower Program (JMP) for Headquarters, LANTCOM to support this new function.[10] No new USAF billets were involved.

(U) The President approved the activation of a new unified command to be known as U.S. Central Command (USCENTCOM). The establishment of USCENTCOM will be effective 1 January 1983. It was originally the Rapid Deployment Joint Task Force with headquarters at MacDill AFB, FL. Area of responsibility will include 19 countries. The security assistance function is scheduled to be assumed on 1 October 1983. Until then, the function will continue to be the responsibility of USCINCEUR and CINCPAC, as currently assigned.

(U) Nominees to Security Assistance Organizations (SAOs), beginning FY 83, were all scheduled for the Dynamics of International Terrorism (DIT) course, USAF Special Operations School, Hurlburt Field, FL. Previously, only nominees to SAOs in selected countries attended the school. Attendance at the school is 70% USAF with the remaining quota assigned to the other Services. The Air Force recognized the need to equip SAO personnel in response to worldwide terrorist threats, which significantly increased in attacks on US military personnel and resources.

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Foreign Military Sales (FMS) Manpower (U)

(U) USAF security assistance was supported by about 8,850 equivalent manyears of effort during FY 82.[11] Of these, about 40 were dedicated to the management and administration of the Military Assistance Program, 160 were assigned to MAAGs or similar activities, and about 8,650 to FMS management. TAC was the largest user of FMS military manpower with about 1,300 manyears, while AFLC was the greatest user of civilian FMS manpower with about 4,000 manyears. During FY 82, about 4,750 manyears of those working on FMS represented full-time effort and about 3,900 manyears were part-time effort.

USAF Informational Program (IP) (U)

(U) Expenditures for FY 82/3 were $239,721.00 and $291,564.00 for FY 82/4. Total expenditures for the Informational Program for FY 82 total approximately $1.1 million. This is an update of the semiannual history for the period 1 January - 30 June 1982.

(U) The Washington DC IP tour for this reporting period consisted of 19 visits to Washington, DC involving 41 countries with 304 international military students, 16 dependents (own expense), and 29 USAF escort officers. This is an update for the period 1 January - 30 June 1982.

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(U) A Foreign Training Officer Workshop was conducted during the period 25 - 28 October 1982 at Maxwell AFB, AL. Approximately 90 persons participated in the workshop which was conducted in a seminar format. The seminars covered policy, administration, and the Informational Program. The participants attended one session of each seminar with briefings, and question and answer periods being very productive. Forty-one Foreign Training Officers were present with representatives from the Air Force, Army, Navy, and Marine Corps. Also represented were USCINCSOUTH, CINCPAC, USAFE, USCINCCENT, DISAM, DLIELC, AFSC, ATC, MAC, SAC, and TAC. Lieutenant General Charles B. Cleveland, Commander, Air University delivered the keynote speech.

Orientation Training Tours (OTTs) (U)

(U) No OTTs were conducted during this period.

FY 82/83 Security Assistance Legislation (U)

(U) FY 82 Supplemental Appropriations Bill.
With the enactment of this bill (Public Law 97-257) several additional appropriations were made available for the FY 82 security assistance program. Following is a brief summary:

MAP: $7M available for obligation until 30 September 1982.
$25M reprogrammed from 82 funds.

IMET: $3.512M was made available.

FMS Credits: $50M in direct credits (forgiven) for Sudan.

Special Defense Acquisition Fund: Provided $125M in obligational authority.

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(U) FY 83 Continuing Resolution Authority (CRA):

Under the first CRA, Under Secretary of State Schneider approved MAP and FMS credit allocations as follows:

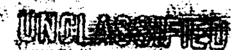
Country	MAP ($ Millions)	FMSCR ($ Millions)
Pakistan		150
Lebanon		10
Turkey		150
Somalia	10	10
Tunisia		35
Morocco		20
El Salvador	8.5	16.5
Honduras	1.0	9.0

(U) The Congress completed action on the second CRA (House Joint Resolution 631), on 19 December 1982. House Joint Resolution 631, making further continuing appropriations until 30 September 1983, funds security assistance programs at the following levels:

	President's FY 83 Request	2nd CR
FMSC (guaranteed)	4,323.5	3,638.0[14]/
FMSC (direct/forgiven)	950.0[12]/	1,175.0[15]/
Grant (MAP)	557.0[13]/	290.0[16]/
Training (IMET)	53.7	45.0

Additionally, the Congress agreed to provide $125M obligational authority for the Special Defense Acquisition Fund for FY 83.

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(U) Legislative Initiatives: Numerous legislative initiatives were introduced with FY 83 authorization legislation. Since these authorization bills were not passed, these new initiatives will be introduced with FY 84 security assistance legislation.

Revision to Air Force FMS Case Closure Procedures (U)

(U) On 20 July 1982, AF/PRIM issued revised instructions[17] for preparation of Certificates of Closure and Statements for Certificates of Closure on Air Force FMS cases. The revisions were required to comply with DOD 7290.3M, Foreign Military Sales Financial Management Manual, and to improve the FMS case/line closure process.

Enhancement to FMS Payment Schedule Computer Program (U)

(U) AFSDC/GRD made additional improvements to the AF/PRIM FMS payment schedule computer program. Memory capacity was increased from 50 to 250 individual schedules, a draft Users Manual was developed, and the program was enhanced to perform additional calculations upon user request. Details on operation of the program were provided to AFLC ILC for their review,[18] and a copy of the program was provided to Control Data Corporation to adapt the program for access via Air Force Customer Order Control System equipment.

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Payment Schedules for FMS Training Cases (U)

(U) On 26 August 1982, AF/PRIM requested FMTAG/FAH to include a proposed payment schedule, along with other computer-generated data now provided to AF/PRI country managers, for LOA preparation purposes.[19] Generation of a proposed payment schedule by the FMTAG computer will expedite payment schedule preparation by AF/PRIM and eliminate duplicative efforts in many instances. No formal response had been received at the end of the reporting period; however, FMTAG/FAH representatives have informed AF/PRIM that development of the program should be completed early in 1983.

Validation of Foreign Military Sales (FMS) Payment Profiles (U)

(U) In compliance with SASM direction that cost curves used in estimating FMS payment schedules for major weapons systems be reviewed periodically for validity, AF/PRI requested AF/ACM review the curves used in the AF/PRIM mechanized payment schedule program.[20] AF/ACM responded that an in-depth study would be required and that initial results would be available in February 1983.[21]

Logistics/Financial Data Reconciliation (U)

(U) During the previous reporting period, AFLC began a series of meetings to attempt to resolve financial/logistics out-of-balance conditions on FMS cases managed by AFLC.

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This effort stemmed from a 22 April 1982 AF/PRI letter outlining the problems within AFLC. However, little substantive improvement was made, and it became apparent that irreconcilable FMS data plagued other FMS implementing commands as well. AF/PRI outlined the broader problems in a 7 October 1982 letter to AF/ACM and AFAFC/CC,[22] and requested immediate improvement efforts to meet current FMS financial management requirements.

Delivery Reporting Discrepancies (U)

(U) In a 7 October 1982 letter to AFAFC/XSMI, AF/PRIM forwarded a list of 211 Air Force FMS cases where expenditures reported to SAAC exceeded USAF obligations in the Air Force Customer Order System.[23] AF/PRIM requested AFAFC/XSMI, as the USAF OPR for FMS delivery reporting, to research these cases in order to develop corrective action. A 17 December 1982 memorandum from AF/ACF advised AF/PRI that a review of 1982 fiscal year-end data revealed 1,022 cases with discrepancies (rather than 211) with eight cases representing 55 percent of the dollar discrepancy. In six of the eight cases, the discrepancies were due to delivery reporting errors by ASD/ACB (5) and AFLC (1); AF/ACF has directed corrective action. In the other two cases, discrepancies were caused by a deficiency in the Air Force Customer Control System (AFCOCS); AF/ACF has requested AF/ACMS to correct AFCOCS programming. AF/ACF has stratified

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the remainder of the 1,022 cases by dollar value and will research them in the same manner as above.[24]

Professional Military Education Air Force (U)

(U) Thirty-four international students are attending the 1982-1983 session of the Air War College class under security assistance sponsorship. These students represent 28 different countries.[25]

USAF Training Under the FY 82 International Military Education and Training Program (IMETP) (U)

(U) The FY 82 Air Force IMETP was valued at $14.35M as of 28 September 1982.[26] Training will be provided to approximately 833 students from 55 countries.

Joint Security Assistance (JSAT) Regulation (U)

(U) The JSAT regulation will replace AFR 50-29, Education and Training of Foreign Military Personnel, and the Departments of Army and Navy regulations pertaining to security assistance training. The final draft of the JSAT is being reviewed by the Defense Security Assistance Agency. The JSAT is a joint Army, Navy and Air Force project; the Army is the office of primary responsibility. Publication is expected in fiscal year 84.



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AF/PRIM FOOTNOTE LISTING

1. HQ USAF/PRIM MSG 151600Z April 1982, AF/PRIM transportation file.

2. DOD (MILSO-R) Letter, 22 December 1981, AF/PRIM transportation file.

3. HQ AFLC/LOZ Letter, 29 September 1982.

4. DSAA Memorandum, 5 November 1982, AF/PRIM transportation file.

5. The procedures are to be published in AFR 75-43 and AFM 67-1.

6. DSAA/COMPT MSG, 051421Z October 1982.

7. MPCR Letter to AF/PRIM, 23 Dec 1982, "Request for Exception, MPCR OI 36-23, 30 October 1981, Internal Policy Guidance and Procedures".

8. SSCDRF/USDR MSG, 090016Z November 1982.

9. CINCLANT MSG, 011434Z October 1982.

10. JCS/J1 MSG, 221951Z September 1982.

11. Security Assistance Manpower Accounting System, September 1982.

12. $500M Israel, $400M Egypt, $50M Sudan.

13. Includes grant FMS, MAP general costs, SRF and Sect 506 reimbursements.

14. Earmarks $950M Israel, $900M Egypt, $400M Spain, $290M Turkey, 52.5M Portugal.

15. Earmarks $750M Israel, $425M Egypt.

16. Earmarks $110M Turkey, $37.5M Portugal, $25M Morocco.

17. AF/PRIM Letter to AF/PRIA, AF/PRIB, AF/PRIF, AF/PRIS, AF/PRIW, and HQ AFLC/MIM/ACB, 20 July 1982, subject: "Closure Documentation for FMS Cases and Lines."

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18. AF/PRIM Letter to AFLC ILC/000F, 29 September 1982, "FMS Payment Schedule Program."

19. AF/PRIM Letter to PMTAB/PAH 26 August 1982, "Request for Proposed Payment Schedules."

20. AF/PRI Letter to AF/ACM, 3 November 1982, "Foreign Military Sales (FMS) Payment Profiles."

21. AF/ACM Letter to AF/PRI, 18 November 1982, "Foreign Military Sales (FMS) Payment Profiles."

22. AF/PRI Letter to AF/ACM and AFAPC/CC, "FMS Management Information."

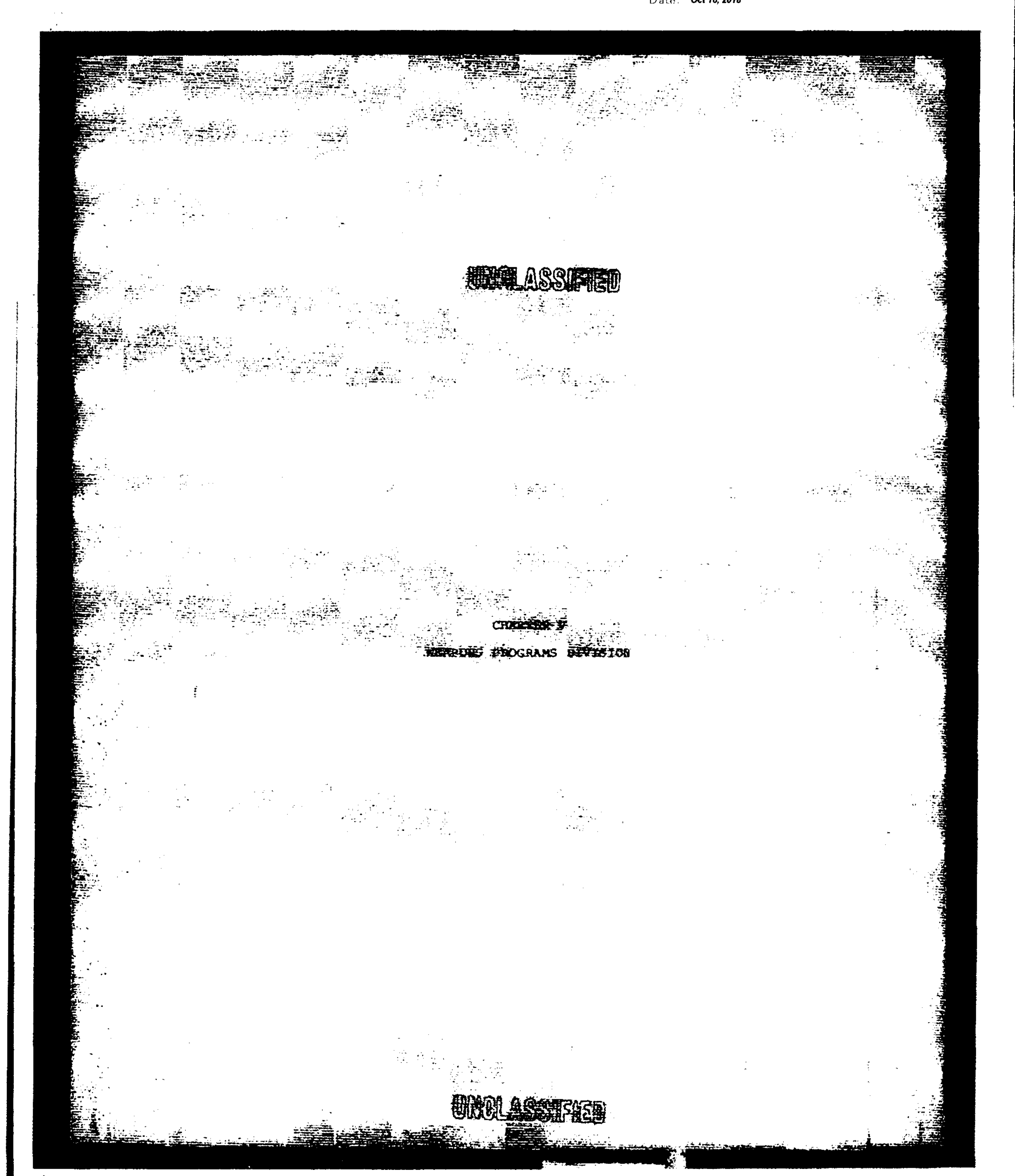
23. AF/PRIM Letter, 12 October 1982, to AFAPC/XSMI, "Delivery Reporting Discrepancies."

24. AF/ACF Memo to AF/PRI, 17 December 1982, "FMS Management Information."

25. Update

26. RCS 1000 – Training Summary, 28 September 1982

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CHAPTER V

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A-10 (U)

The United Arab Emirates (UAE) expressed an interest in the A-10 aircraft, and requested Planning and Review (P&R) data on a stripped down basic A-10 and the incremental costs for subsystems which would provide a night-fighting capability. Fairchild Republic has developed a prototype of a Night/Adverse Weather (N/AW) A-10, which is of interest to the Emiris. However, the subsystem comprising the N/AW configuration is still experimental, and the night fighting capability has not been validated by the USAF. The Emiris were granted approval to test fly the N/AW A-10 at Edwards Air Force Base in Jan 83, although no commitments were made to release or sell this configuration to the UAE. Meanwhile, the USAF is seeking alternative N/AW subsystem which could be released. The UAE has stipulated that the night fighting capability is a key to their interest in purchasing the A-10.

F-16 Aircraft Programs (U)

The past six months have been very active for F-16 Foreign Military Sales (FMS). Venezuela and Pakistan programs are fully defined with Pakistan to receive six aircraft in Jan 83.

The Greek and Turkish new fighter aircraft selection competitors continue. Greece still has a requirement for 60 or 100 aircraft with option for 30 additional aircraft; however, the Turks have reduced their requirement from 291 to 160 aircraft. Greece and Turkey are extremely interested in the

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coproduction and offset aspects of any aircraft acquisition. Additionally, base rights negotiations are underway in Greece and are expected to bear on their program. The Israeli follow-on buy of 75 aircraft is still awaiting final administration approval.

(C) P&R data has been provided to Jordan. Other countries who have expressed interest in the F-16s are Thailand, Singapore, Indonesia, Malaysia, and the Philippines. A final determination has not been made on providing P&R data to SEAN countries for F-16A/B aircraft.

(C) Under Deputy Secretary of Defense direction, USAF and the Joint Chiefs of Staff (JCS) arrived at an F-16 configuration for the Gulf Cooperative Council (GCC) states of UAE, Bahrain, Oman, Qatar, Saudi Arabia, and Kuwait.

NATO Airborne Early Warning And Control (AEW&C) Program (U)

(U) AF/PRIP continued to operate as a focal point for Air Staff acquisition and initial operations and support matters related to the NATO AEW&C Program. In addition, AF/PRIP provides the US Government representative to the NATO AEW&C Program Legal, Contracts, and Finance (LCF) Committee of the Board of Directors (BOD).

(U) Installation, checkout, and production acceptance testing for NATO E-3A production aircraft continued at the Dornier GMBH facilities in Oberpfaffenhoen, Germany. Aircraft deliveries to the NATO E-3A Main Operating Base (MOB) (Geilenkirchen, Germany) were ahead of schedule. N-3 was delivered in Aug 82 and N-4 in Nov 82.

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NATO AEW&C Program Issues (U)

(U) Depot Level Maintenance (DLM) - The DLM Request For Proposal (RFP) was released on 30 Jul 82 to bidders that had been nominated by the nations. RFP responses were originally scheduled for Jan 83 but were extended to Sep 83 to permit the inclusion of additional tasks in the Statement of Work and bids to be submitted on the expanded scope. Industrial Benefits, the share of business a nation will receive in the NATO E-3A DLM Program, was an issue. The DLM work content was less than originally estimated due to better than that projected E-3A reliability.

(U) NATO AEW&C Ground Environment Integration System (NAEGIS) Phase I System verification at Hughes Aircraft Systems International (HASI) was successfully completed and on-site verification in Europe (Phase II) began in Jul 82. The Phase III, production contract was signed in Aug.

(U) Program Cost - Boeing declared a $15 Million (Then Year) underrun on the E-3A development, test, and evaluation contract.

(U) NATO AEW&C Operations and Support (O&S) Memorandum of Understanding (MOU). Nations have still not agreed to the terms of the claims provision of the MOU. A proposal was prepared by some nations that would place a low limit on the liability of the nation in which an aircraft accident occurred. The US is staffing a counter proposal.

(U) Phase-out of the NATO AEW&C Program Management Agency (NAPMA) - Planning has been initiated to phase-out NAPMA and transfer functions to other NATO organizations once the



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acquisition program is complete. This is supposed to take place by Oct 85. There are indications, however, that the ground environment portion of the work may not be complete at that time and numerous residual tasks may require the organization to be maintained for at least one additional year. This would result in some added administrative costs.

Security Assistance Five-Year Plan (U)

(U) During the past six months, Lt Gen Hans H. Driessnack, AF/CV, tasked AF/XO and AF/PR to prepare a milestone chart for updating the Five-Year Plan and to expand the plan to include regional assessments and more data on conventional munitions.

(U) AF/XO has prepared draft regional assessments on the Plan dated 14 May 82. AF/PR and AF/XO proposed and Lt Gen Driessnack approved, a mid-Feb 83 update of the Plan. The staff also proposed that 37 countries will be included in the next edition of the Plan as opposed to 23 in the first draft.

(U) After Mr. Edward C. Aldridge, SAF/US, approved the draft, Brig Gen Henry J. Sechler briefed Gen James P. Mullins, AFLC/CC; Lt Gen Philip C. Gast, Director, Defense Security Assistance Agency (DSAA), members of OSD, and Mr. William Schneider, Jr., Under Secretary of State for Security Assistance, Science and Technology. As a consequence of the briefing to AFLC/CC, he tasked his people to include a logistic assessment of each country in the plan. The assessment includes describing the logistic philosophy of the country, as well as the communications, the supplies, transportation warehouse/storage, and

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maintenance systems. In addition, the assessment evaluates the country's logistic system and recommends improvements.

(U) After Gen Cast was briefed, he agreed the Plan was a good idea and he and his staff would support our efforts to make a Tri-Service Plan.

(U) Mr. Schneider believes the Security Assistance Plan is a good idea and requested Under Secretary of Defense for Policy, Mr. Fred C. Ikle, to include a directive in the Defense Guidance calling for a Security Assistance Plan.

(U) The Air Force is in the process of preparing the Feb edition of the Plan. HQ AFLC has submitted to AF/PRI their first draft of the logistic assessment for the 14 May 83 Plan. DSAA has convened a working group to determine the content of a Tri-Service Plan.

<u>ALQ-131 Electronic Countermeasures (ECM) Pod Programs</u> (U)

(C) The Royal Netherlands Air Force (RNLAF) has signed a Letter of Offer and Acceptance (LOA) for another 13 ALQ-131 pods. RNLAF is now on contract for 26 pods. The Egyptian Air Force (EAF) has signed an LOA for 40 ECM pods with initial delivery in early 84. Saudi Arabia has requested a briefing on the ALQ-131 for possible use on their F-15 aircraft. The USAF is now staffing an Exception to National Disclosure Policy (NDP) for Saudi Arabia.

(C) Also, noteworthy is the agreement by the Air Staff on the FMS version of the ALQ-131 for Egypt and Pakistan.

(C) Potential ALQ-131 purchasers in 83 will be Japan (14 pods) and Norway (15-30 pods).

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AIM-9P Sidewinder Missiles (U)

(C) The production run of AIM-9P missiles has terminated. The Air Staff has decided to satisfy near term FMS requirements for AIM-9P missiles by Replacement-In-Kind (RIK) sale from inventory. Current stock quantities of up to 1900 AIM-9Ps are available for sale/replacement. The Jordanian Air Force and Turkish Air Force have received LOAs for AIM-9P RIK. The Venezuelan Air Force has recently been briefed on the AIM-9P-3 missile.

F-16 Multinational Fighter Program (MNFP) (U)

(U) AF/PRIP attended F-16 MNFP Steering Committee and Contracts and Financial Subcommittee meetings to represent FMS matters. Additional policy papers were prepared and staffed to finally resolve issues on interpretation of the scope of original European Participating Governments (EPG) F-16 system sales cases and to clarify the applicability of the current FMS Administrative Surcharge to follow-on purchases. In response to continuing EPG concerns, information was researched and presented to explain the Department of Defense stock fund surcharges and their effect on F-16 MNFP spares purchases. AF/PRIP assisted in finalizing cost sharing arrangements for common software programming support to the EPG and in developing proposals for follow-on electronic warfare systems update support. AF/PRIP also monitored development of planning and policies for follow-on F-16 aircraft systems sales and supported the negotiation and staffing of terms for a follow-on purchase with coproduction/offset.

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Special Defense Acquisition Fund (SDAF) (U)

(U) SDAF expenditure authority was provided for the first time in the Fiscal Year 82 Supplemental Appropriation, which was signed 10 Sep 82. A total of $125 Million for the Department of Defense was authorized with an obligation deadline of 30 Sep 82.[3] AF/PRIP supported the rapid staffing process required to finalize SDAF acquisition decisions and arranged for contracting actions to implement. USAF was tasked to procure 120 AGM-65B Maverick missiles and two AN/TPS-70 radars with spares, communications, and shelters. AF/PRIP coordinated the flow of procurement authority from Defense Security Assistance Agency to Air Logistics Center contracting officers who achieved the required contract obligations totalling $[illegible]9.7 Million before the deadline. Continuing coordination and communication was also provided to resolve interim program operating procedures pending formal publication of the Department of Defense guidance on the SDAF.

(U) AF/PRIP initiated planning for Fiscal Years 83 and 84 SDAF acquisition recommendations in the last quarter of the year. Inputs from AFLC and the Air Staff were collected. A proposal package with supporting data was compiled and distributed for final Air Staff coordination.

Intermediate Export Fighter (F-X) Program (U)

(U) The F-X Program is continuing based on the new foreign policy guidance provided by President Reagan. All the impacts to the F-X Program have been assessed, and even

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though PD-13 has been rescinded, the Defense Department direction of the implementation of the F-X Program has continued in full force.

(C) The F-5G program continued under the established milestones and the first aircraft flight was accomplished in Aug 82. Due to significant differences between the F-5E and the F-5G, Northrop Corporation requested that the Air Force redesignate the F-5G the F-20A. The Air Force evaluated this request and in Nov 82 formally designated the aircraft the F-20A. The initial sales of both F-X aircraft, the F-20A (formerly the F-5G) for Bahrain and the F-16/J79 for Peru, were cancelled at the foreign governments' request. While there has been increased interest in both F-X aircraft, no firm sales requests are pending.

F/RF-5E/F Aircraft Programs (U)

(U) The first flight of the RF-5E was accomplished on 15 Dec 82. Development Test and Evaluation (DT&E) of the aircraft is continuing on schedule with estimated completion in Jul 83. Delivery of the first two aircraft to Malaysia is scheduled for Oct 83.

(U) Due to attrition and expiring service life, USAF's F-5 training capability has been shrinking. Tactical Air Command advised that by 1984 they would not be able to support all of the projected FMS training requirements. As all other USAF F-5 aircraft are committed, we requested recovery of asset use charge collections to replace two aircraft lost in



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an F-5 training mishap in 82. We have also requested procurement of three F-5F aircraft in each of FY83 and FY84 through the SDAF. Results of these two efforts are pending.

<u>NATO Airborne Early Warning (AEW) Training</u> (U)

(U) All NATO AEW aircrew conversion training by the 552 AWACW has been completed. The NATO AEW Training Center at Geilenkirchen Air Base is now conducting all aircrew conversion training and a significant amount of the training for support personnel. Lead-in mission avionic training for NATO aircrews is still conducted by USAF in CONUS and will continue indefinitely.

(U) NATO has provided the final increment of initial cadre training requirements as known at this time. These courses will continue into 1985. Some discussion continues concerning additional areas which would ultimately be better trained in CONUS.

(U) As the rotation date for initial cadre personnel approaches, new training requirements will be generated in those areas not provided by NATO AEW Training Center. These requirements are now being developed within NATO and will be discussed between USAF and NATO prior to final submission.

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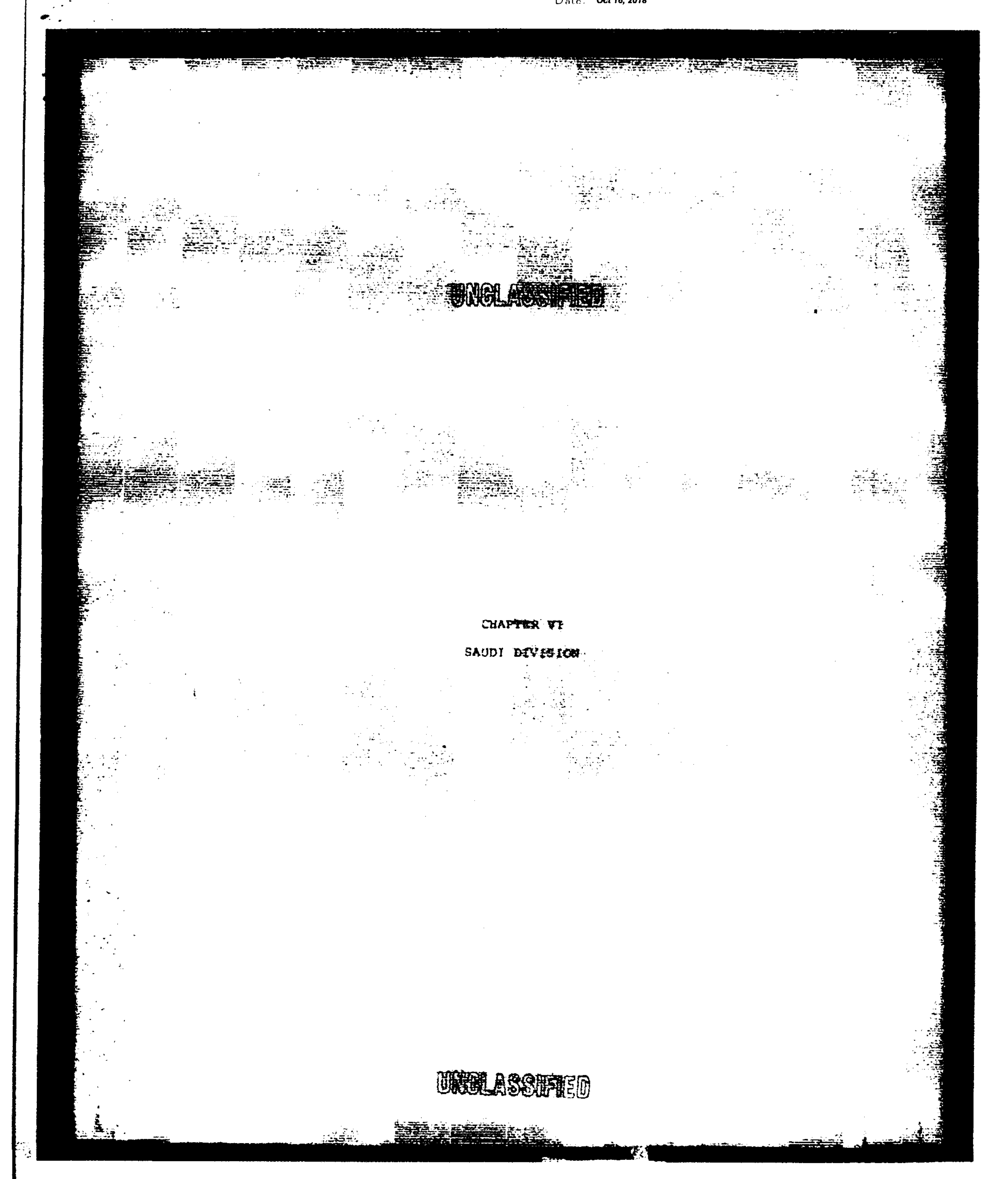


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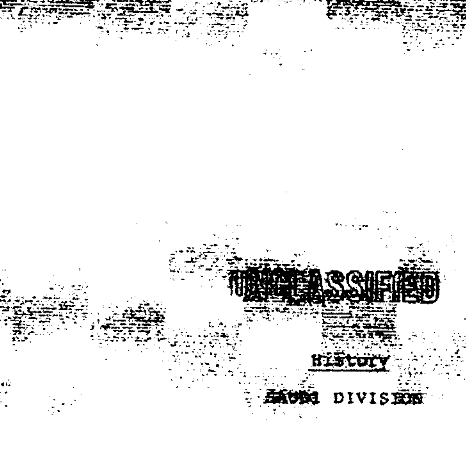
1. Defense Security Assistance Agency letter I-04086/82, 3 November 1982, w/atch (U)

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History

SAUDI DIVISION

General (U)

(U) The USAF Foreign Military Sales (FMS) program with Saudi Arabia consisted of 432 open cases valued at $13.6 Billion as of 31 Dec 82.[1]

Air Defense Radars (PEACE PULSE) (Update) (U)

(U) The PEACE PULSE IV and V Letters of Offer and Acceptance (LOAs) for the sale of two TPS-43H radars, configured with the AN/TPS-70 Antenna, and associated support were accepted by the Saudi Arabian Government (SAG) on 14 Nov and 30 Oct 82, respectively. The LOAs were implemented by case directive on 17 Nov 82[2]. Projected factory delivery for these two radars is 28-30 months after contract award. The Royal Saudi Air Force (RSAF) submitted an early request for a one year extension of the Westinghouse in-Kingdom maintenance services contract consistent with expiration of the current contract in Apr 83.[3]

(U) U.S. Department of State authorization for the USAF to provide an LOA to the SAG for sale of an additional (seventh) TPS-43 radar and support was conveyed by the Department of Defense (DOD) on 7 Oct 82.[4] Additional refinements for this sale, PEACE PULSE VI, were identified at the PEACE PULSE Program Management Review (PMR) No. 4,

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held 5-7 Dec 82 in Riyadh, Saudi Arabia.[5] The LOA tender date is projected for FY83/2.

(U) Spares delivery was an item of RSAF concern at PEACE PULSE PMR No. 4. HQ USAF/PRIS directed that monthly status reporting of projected PEACE PULSE spares/support equipment deliveries be provided to the RSAF beginning 1 Feb 83.[6]

PEACE SHIELD (RSAF Command, Control, and Communications (C³) Update) (U)

(U) The PEACE SHIELD LOA was formally tendered on 8 Jul 82 with an initial expiration date of 30 Sep 82.[7] At RSAF request the expiration date was extended to 12 Feb 83 to afford the RSAF and SAG additional staffing time.[8] The impact of this delay on costs, projected delivery and construction is being evaluated. PEACE SHIELD, when implemented, will provide for: acquisition, installation and testing of RSAF C³ system Prime Mission Equipment (PME), High Frequency (HF) ground-to-air communications, ten Ground Entry Stations (GES) for Airborne Warning and Control Systems (AWACS) data interface, spares, training, increased C³ Technical Assistance Field Team (TAFT) personnel manning, in-country support, long range three dimensional radars; and technical facilities construction.

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PEACE HAWK IV (Update) (U)

(U) Activities continue to complete deliveries and billings on all cases, however, there were 22 unshipped requisitions under munitions subcase SR-D-SCX at the end of Dec 82. Deliveries against this case may continue well into 1984 as a result of new RSAF requisitions submitted during the first half of 1982.[9] At the request of Chief PEACE HAWK, a DD Form 1517-2 was countersigned on 5 Aug 82 to transfer excess PEACE HAWK IV funds ($2,564,688) to PEACE HAWK VII for other uses.[10]

PEACE HAWK V (Update) (U)

(U) Actions remaining on this program include final cost accounting, billing and case/program closures. At the request of Chief PEACE HAWK, excess funds in the PEACE HAWK V program ($2,029,320) were transferred to PEACE HAWK VII for other uses.[11]

PEACE HAWK VII Construction (U)

(U) The status of construction contracts which include PEACE HAWK (PH) VII projects is as follows:[12]

King Abdulaziz Air Base

Contract	Description	Status
B1	Perimeter Fence	Work stoppage at 88% complete due to interfering highway work.
C	Security Facilities, Escape/Evasion Compound, Rifle/Pistol Range	Contractor well behind schedule, only 37% complete.

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G	Security Facilities, Special Purpose Vehicle Facility	No actual construction reported.

King Fahad Air Base

C	Security Facilities, Fire Fighting Tng Area, Helicopter Sqdn Ops	Construction approximately 55% complete.
G	Security Facilities/ Rifle/Pistol Range	Construction approximately 17% complete.

King Khalid Air Base

IB	Perimeter Fence/Patrol Road	Delayed by site dispute/ 77% complete.
C	Security Facilities, Fire Fighting Tng Area, Rifle/Pistol Range	Contractor well behind schedule. PH VII projects about 38% complete.
G	Security Facilites/ Sewage Treatment Plant	No construction reported to date.

King Faisal Air Base

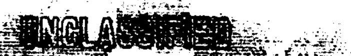
C	Security Facilites	Contractor making minimum progress. PH VII projects about 51% complete.
G	Security Facilities	Construction approximately 24% complete.

PEACE HAWK VIII (U)

(U) PEACE HAWK VIII is a three year follow-on program to provide technical and personnel support for the RSAF PEACE HAWK program. The LOA was signed 24 Feb 82. Formal contract negotiations began at San Antonio Air Logistics Center (SA-ALC) Kelly AFB, San Antonio, Texas, on 22 Mar 82 and were concluded 20 Jul 82. The definitized contract was signed on 12 Aug 82 with final approval and distribution by HQ AFLC/PM 27 Aug 82.[13]

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(U) The RSAF Readiness Plan (RRP) scheduled 15 functions to be certified during the period Jul-Dec 82; however, 18 functions were actually certified during this period. This brings the total of functions certified to 335. A total of 351 functions require certification.[14]

PEACE HAWK IX (U)

(U) On 11 Aug 82, the RSAF requested that the 12 Aug 82 expiration date be extended, at no cost, to 10 Nov 82 to allow a complete review and study of PEACE HAWK IX program requirements. On 16 Aug 82, an interim extension was granted to 31 Aug 82. On 9 Sep 82 a new LOA, case identifier SR-D-SME, was tendered which granted the no-cost extension to 10 Nov 82 and incorporated RSAF selected options and changes. A USAFS/CV message, 170610Z Oct 82, stated that The Minister of Defense and Aviation (MODA) had requested a detailed breakdown of LOA costs and indicated that LOA processing would not proceed until satisfactory answers were received. On 5 Nov 82 HQ USAF/PRIS provided a detailed cost breakout and the rationale for the cost differences between the F-5 aircraft delivered in 1977 and the aircraft in LOA SR-D-SME, and granted a 45-day, no-cost extension of the expiration date to 25 Dec 82. A USAFS/CC 080830Z Dec 82 message transmitted an RSAF request for an additional 90-day extension to 25 Mar 83. HQ USAF/PRIS extended the PEACE HAWK IX LOA expiration date to 25 Mar 83 with resultant changes in cost and schedule.[15]

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Country Standard Item Support (CSIS) (U)

(U) The USAF tendered an LOA (SR-D-GML) to the RSAF in May 82 for nonstandard support of F-5, F-15 and TPS-43 weapons systems.[16] This LOA was finally accepted by the RSAF in Dec 82[17] following actions by the USAF to reduce the administrative charges from 5% to 3% on the first year of F-5 support.[18] This reduction was made under the premise that the first year of F-5 nonstandard support would be solesource from Northrop and not through AFLC item managers and thus not incur abnormal expenses. The second year of nonstandard F-5 support and all F-15 and TPS-43 nonstandard support will be through AFLC item managers and a 5% administrative charge will be made.[19] Cases SR-D-YCK and SR-D-GBF were extended to meet RSAF needs pending acceptance of case SR-D-GML.[20]

F-5 Technical Coordination Program (TCP) (U)

(U) The Technical Coordination Group (TCG) continued its work to solve the AN/APQ-159 Video Indicator problem, with efforts through Northrop and its subvendors producing improvements toward the end of 1982.[21] Following Northrop cancellation of orders from Emerson and direct contracting with Conrac, AFLC IDC/SRF reminded Northrop that it must accept responsibility for lack of support for the AN/APQ-159 system and insure that alternate sources are available to provide timely support.[22] Northrop maintained that inaction by Emerson made the cancellation action necessary.[23]

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(U) Working with the TCG the RSAF developed and recommended a modification to the F-5 nose gear system to solve a shimmy problem.[24] The modification was approved and kits will be procured for a mid-83 aircraft retrofit.[25]

(U) Four RSAF officers attended the 3rd Annual F-5 Technical Coordination Program Review at Kelly AFB, TX, 29 Sep - 1 Oct 82.[26] Following the successful review, the TCG suggested a technical review in Saudi Arabia in early 1983.[27] At the end of the year TCG personnel were trying to get the RSAF to reconsider a decision that an early-1983 review was not necessary.[28]

<u>PEACE SUN I (RSAF F-15 Aircraft Program)</u> (U)

(U) The PEACE SUN Ferry Plan, F-15 aircraft to Saudi Arabia was developed by the 4545th Foreign Military Training Management Squadron. This organization was redesignated as the Tactical Air Command Security Assistance Office (TACSAO) to reflect Tactical Air Command's increased involvement in foreign military sales of advanced tactical aircraft.[29] Twenty-four aircraft (17 F-15Cs and 7 F-15Ds) were delivered to King Abdulaziz and King Fahad Air Bases between 1 Jul and 31 Dec 82 (2 on 1 Aug, 1 on 11 Aug plus 3 each on 12 Sep, 18 Sep, 23 Oct, 6 Nov and 20 Nov.) The six training aircraft were delivered from Luke AFB on 28 Aug 82.[30]

(U) King Fahad Air Base was activated on 31 Jul 82.[31] Operational set up and check out of the second RSAF F-15 simulator at King Fahad Air Base was completed on

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15 Jul 82.[32] As of 15 Dec 82, approximately 14,271 requisitions had been processed against PEACE SUN I simulator spares case SFT of which 13,854 or 98% had been shipped by sources of supply for aggregation at Goodyear. The above numbers include 990 or 100% of critical (bench stock) requisitions. Sources of supply have also shipped approximately 99% of the support equipment requisitions processed against PEACE SUN support equipment case SFU.

(U) Amendment 3 to the PEACE SUN I LOA was implemented on 15 Jul 82.[33] This amendment provides 101 sets of conformal fuel tanks, 1177 AIM-9L missiles and related support.

(U) The first F-15 production dispersal kit containers arrived Dhahran, Saudi Arabia on 27 Jul 82. The International Logistics Center Project Officer and a Tactical Air Command team assisted the RSAF in building and installing a container control system. The initial F-15 dispersal kit build-up plan for subsequent kits was completed.[34]

(U) PEACE SUN Program Management Review No. 9, which was scheduled for 13-17 Sep 82, was cancelled by the RSAF. Existing PEACE SUN issues were resolved between RSAF and USAF representatives at HQ RSAF in Riyadh on 11-14 Sep 82.[35]

(U) Major Talal Mirza (RSAF/13th Squadron) flew the RSAF requested F-15 Tactical Electronics Warfare Systems (TEWS) confidence flight on 3 Sep 82. The TEWS flight was

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flown in RSAF F-15C, Serial Number 80-0080, on the electronic warfare range at Eglin AFB, Florida, and lasted 1.5 hours. All signals used were from the RSAF threat list and the appropriate display was received. No problems were encountered during any portion of the flight.[36] Results of the confidence flight were briefed to the RSAF in Riyadh, Saudi Arabia, on 2 Nov 82.[37]

PEACE SUN II (U)

(U) The PEACE SUN II program, case SR-D-YBH, was accepted by the SAG on 18 Feb 80 and was implemented to AFLC on 29 Feb 80. The program involves a major effort to provide facilities for activation of F-15 operations at King Abdulaziz (KAAB), King Fahad (KFDAB) and King Khalid (KKAB) Air Bases. Construction involves modification of existing facilities plus erection of new buildings at each base.[38]

(U) The status of contracts awarded under the PEACE SUN II program at the end of Dec 82 was as follows:[39]

King Abdulaziz Air Base

Contract	Description	Status
A-1	Site Preparation	Completed 14 Jun 80
A-1A	Missile Buildup Rd	Completed 11 Jan 81

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B	Priority 1 Facilities	Essentially complete. Facilities are in use. Work on ramp extension was extended to Apr 83 and USMTM/MCAIR hangar contract was added to extend this package completion date to 11 Feb 84.
B-2	Administrative Bldg	Completed 2 Oct 82.
C	Priority 2/3 Facilities	Only 40% complete, contractor well behind schedule.
D	Engine Test Stand (Supp)	Contract was awarded on 26 Jul 82.
G	Mission Enhancement Facilities	Contract awarded 23 May 82. Only 12% complete. Contractor behind schedule.
F	Interim Power	Completed 15 Sep 82.
T	Telephones	Telephones being installed as facilities become available. 69% of contract package complete.

King Fahad Air Base

A-2	Staff Housing	Completed except for technical discrepancies.
B	Priority 1 Facilities	Approximately 99% complete. The exterior architectural concrete finishes are poor quality. Repair work proceeding under the supervision of the Corps of Engineers.
C	Priority 2/3 Facilities	Approximately 63% complete but contractor is behind schedule on some projects.
D	Engine Test Stand (SUPP)	Contract was awarded on 26 Jul 82.

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C	Mission Enhancement	Contract awarded 1 Mar 82. 23% of construction is in place.
T	Telephones	Telephones being installed as facilities become available. 21% of contract package completed.

King Khalid Air Base

A-1	Site Preparation	Terminated at 97% complete on 22 Jul 81. To be finished by "B" contractor.
A-2	Staff Housing	Completed 11 Jun 81.
B	Priority 1 Facilities	Contractor behind schedule with 55% complete. Progress is slow.
C	Priority 2/3 Facilities	Contractor 29% complete and having management, labor and material problems.
D	Engine Test Stand (SUPP)	Contract was awarded on 26 Jul 82.
G	Mission Enhancement Facilities	Contract awarded 20 Mar 82. Minimum construction to date.

Summary

(U) At the end of Dec 82, the KAAB "B" contractor had completed most of the work on PEACE SUN II facilities. King Fahad Air Base "B" contract package was also essentially complete. Repair work was in progress on the exterior architectural concrete finishes which were poor quality. The King Khalid Air Base "B" contractor continued to experience problems with site productivity and material shortages resulting in schedule slippage. Preliminary contingency planning for joint occupancy was accomplished to

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provide priority facilities for aircraft delivery in Jul 83. The "C" package contractor at King Fahad has completed 63% of his contract. By contrast, the "C" package contractors at KAAB and KKAB have completed only 40% and 29% of their contract requirements. At KAAB only one line item was projected for completion within the dates established in the Novation Agreement of 23 Jan 82. At KKAB the "C" package contractor was still hampered by a lack of manpower and materials. Minimum construction had occurred on the "G" contractor packages. Telephone installations were continuing at KAAB and KKAB as facilities became available with 69% and 21% complete, respectively.[40]

PEACE SUN III (U)

(U) Chief PEACE SUN approved the move of Logistic Support Group (LSG) Headquarters activities from Al Khobar to Riyadh. The initial move increment was completed on 30 Nov 82. The remaining personnel will be relocated in the summer of 1983.[41] Chief PEACE SUN approved the transfer of $1.6M from the Contingency Case, SR-D-YBK, to the Contractor Technical Case, SR-D-YBB, for the maintenance of new PEACE SUN III General Purpose Vehicles for the period of 1 Dec 82 through 15 Feb 85.[42]

(U) The RSAF and USAF have an agreement for the delivery of F-15 aircraft to Saudi Arabia as they become available from production facilities. This will result in delivery of all 60 aircraft purchased prior to the activation of KKAB in Jul 83. Aircraft are being delivered

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to KKAB and KFDAB. A second part of the agreement was that contractor manpower for KKAB would not be expedited to support enhanced operations at KKAB.[43] The USAF and RSAF met in Dec 82 to combine the Nov 80 PEACE SUN III Program Description (PD) with the Statement of Work (SOW) for the contract with McDonnell Douglas Services, Inc. (MDS). The review resulted in a consolidated PD/SOW.[44] The RSAF rejected the $11M not-to-exceed proposal by MDS to put the Combat Readiness Plan (CRP) on contract and advised USAF they wanted to go back to the RFP. The USAF and RSAF met in Dec 82 and reached agreement on RFP wording.[45]

PEACE SUN IV (Update) (U)

(U) Of the 235 RSAF maintenance technicians programmed to receive F-15 C/D aircraft systems maintenance training in CONUS, 229 successfully completed the entire training program and have returned to Saudi Arabia, and six were eliminated from training for the following reasons: (1) one for academic difficulty; (2) two for medical reasons; (3) two for disciplinary reasons; and (4) one was self-eliminated. The total attrition rate for this portion of the PEACE SUN IV program was 2.6%.[46]

(U) Of the nine RSAF officers originally programmed to receive Field Training Detachment (FTD) and counterpart TAC F-15 training in aircraft maintenance skills, three completed their CONUS training. The remaining six officer training spaces were filled by non-commissioned officer

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(NCO) personnel. Of the six RSAF NCO student inputs, one Munitions and one Avionics skill entry completed CONUS training. A total of four, two Munitions and two Avionic skill student entries, are currently in CONUS training.[47]

PEACE SUN V (U)

(U) The PEACE SUN V LOA was designed to provide two F-15C attrition aircraft to be stored in CONUS and delivered to the RSAF to replace F-15 aircraft damaged beyond repair. The RSAF requested and the Secretary of Defense concurred with the purchase of one F-15C and one F-15D vice two F-15C attrition aircraft.[48] The F-15 System Program Office provided MCAIR with direction to proceed on Contract Change Proposal 263 entitled, "USAF/PEACE SUN Aircraft Conversion".[49]

PEACE SENTINEL (U)

(U) The USAF formally implemented the PEACE SENTINEL I LOA on 15 Jul 82 following RSAF acceptance on 30 Jun 82.[50] USAF activities subsequent to the implementation through the end of 1982 were associated with working out the myriad of details associated with the aircraft acquisition, development of the Concept of Operations, Training Concept/Plan and Manning Concept and the integration of these plans/concepts into program descriptions. There were two major USAF/RSAF meetings during the last half of 1982, a review primarily to discuss operational, training and manning concepts in Saudi Arabia 14-15 Sep 82[51] and a

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formal PEACE SENTINEL Review in Washington, D.C., 25-28 Oct 82.[52] The Oct review followed an RSAF orientation visit to Hanscom AFB, Tinker AFB and Boeing Aircraft Corporation.[53] By the end of the year program descriptions for PEACE SENTINEL I (Aircraft Acquisition), PEACE SENTINEL II (Training) and PEACE SENTINEL III (Contractor Maintenance and Support Services) were in Saudi Arabia for presentation to the RSAF or in final stages of approval. USAF objectives at the end of the year were to provide PEACE SENTINEL II and III LOA's to the RSAF no earlier than Mar 83.[54]

(U) Facility construction, an RSAF responsibility, was identified as a major problem by the RSAF dictating the establishment of an interim operating location at Riyadh. USAF studies/surveys to determine the full impact of an interim operating location were being planned at the end of the year.[55]

PEACE QUERY (U)

(U) PEACE QUERY is the nickname for the Saudi Arabian Government's acquisition of the Mark XII Mode 4 Identification Friend or Foe Selective Identification Function (IFF/SIF) system (commercial equivalent). This system will help enable the RSAF, Saudi Arabian Land Forces (SALF) and the Royal Saudi Naval Forces (RSNF) to identify friendly aircraft operating in Saudi Arabian airspace. An LOA is in development that will provide for design, development, production and

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in-country installation and support of the IFF/SIF system. Five million dollars of PEACE SENTINEL Communication Security funds, subcase SR-D-SJW, were transferred/loaned to Aeronautical Systems Division to initiate PEACE QUERY.[56] This action was necessary to protect PEACE SENTINEL requirements and will be repaid after the signing of the PEACE QUERY LOA.

PEACE QUIET (U)

(U) PEACE QUIET is the USAF nickname given the RSAF requested program for a narrow Band Security Voice Device (SVD) telephonic communication system. The United States Government (USG) was asked to provide a demonstration test, acquisition and contractor logistics support for 59 commercially equivalent SVD units. In-Kingdom demonstration tests of operational units were conducted on 16-25 Oct 82 by Technical Communications Corporation (TCC) and Rockwell - Collins Company.[57] Both devices, TCC/CSD-905 and Collins/VP110 qualified in the demonstration tests.[58] However, procurement of the original 59 SVDs was terminated because the RSAF was designated as lead service for the selection and procurement of secure voice communication systems for the Saudi Arabian Armed Forces.[59] The RSAF requested the PEACE QUIET LOA be modified to reflect an initial purchase of 80 SVDs.[60]

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Munitions (U)

(U) A U.S. Air Force meeting was held 14-15 Oct 82 at Hill AFB, Utah, to review and discuss issues and problems regarding the RSAF munitions program. A decision was made to hold quarterly reviews due to the magnitude of the RSAF munitions program and the amount of activity. These reviews will be scheduled in Mar, Jun, Sep, and Dec in order to provide current status of the RSAF munitions program on a quarterly basis. The semi-annual USAF/RSAF review will be scheduled, if possible, to complement two of these quarterly reviews.[61]

(U) HQ RSAF advised that they wanted 300 of their requested 1000 inert MK-82 bombs delivered in-Kingdom, by the most expeditious means, to avoid a training stoppage.[62] Air delivery of 300 inert MK-82s was accomplished in Dec 82 and 702 inert MK-82s were delivered to the Freight Forwarder at Wilmington, N. C. and scheduled to depart 4 Jan 83 aboard vessel Saudi Mecca.[63]

(U) In anticipation of an early Jan 83 joint USAF/RSAF munitions meeting, a USAF meeting was held 1-3 Dec 82 to review open action items and establish a coordinated USAF response for unresolved issues.[64]

Munitions Requirements (U)

(U) P&A for 2,870 FMU-110B Fuzes, requested by the RSAF has been received. However, the only source for these fuzes is U.S. inventory and it has been determined that the FMU-110B is not releasable at this time.[65] P&A for 1,000

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OSU-21/B Active Optical Target Detectors has been received and an LOA with an expiration date of 28 Jan 83 was countersigned 1 Oct 82.[66] Munitions requirements for which P&A has been requested, are as follows: (1) Fuze MK-303, 60; (2) Warhead MK-8, 60; (3) Rocket Motor MK-17, 120;[67] and (4) Booster FMU-1/B, 2200.[68]

Training (Update) (U)

(U) In accordance with an RSAF request, the development of a Rapid Runway Repair (RRR) TAFT LOA was cancelled. On 18 Aug 82, the RSAF advised HQ USAF/PRIS of their decision to procure RRR equipment and training from the United Kingdom.[69]

(U) As reported in the previous Semi-Annual History HQ USAF/PRIS developed three LOAs to provide CONUS training, for the RSAF, during FY83. One LOA, designated SR-D-TEF/TEG, contained all technical training needs at an estimated total cost of $5,101,104. The second LOA, designated SR-D-TEH/TEI, included only UPT/F-5 training requirements at an estimated cost of $27,332,842. The third LOA, designated SR-D-TEK/TEL, provided flying/aircrew training and Professional Military Education (PME) at an estimated cost of $13,725,242. All three LOAs had an expiration date of 28 Sep 82. However, at RSAF request, the expiration date of all three LOAs was extended to 28 Oct 82.[70] LOA SR-D-TEH/TEI was accepted by the SAG on 15 Sep 82 and implemented on 5 Nov 82.[71] LOA SR-D-TEK/TEL was accepted by the SAG on 4 Oct 82 and implemented on 16 Nov

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82. LOA[72] SR-D-TEF/TEG was accepted by the SAG on 19 Oct 82 and implemented on 22 Nov 82.[73]

(U) On 5 Sep 82, USAFSEC/OAF advised the USAF that the RSAF had requested that SR-D-NFA (C-130 TAC OPs TAFT) be cancelled due to high cost.[74] However, subsequent RSAF reassessment of this TAFT requirement resulted in an RSAF decision not to cancel the proposed LOA, which was in-Kingdom for acceptance and signature.[75] Therefore, in response to an RSAF request, the expiration date of SR-D-NFA was extended from [illegible] Oct 82 to 30 Nov 82.[76] A second extension of SR-D-NFA was authorized on 1 Dec 82. The C-130 TAC OPs TAFT, LOA SR-D-NFA, was finally accepted and signed by the SAG on [illegible] Dec 82 at the estimated total case value of $1,514,439.[77]

(U) In response to an RSAF request, reported in the previous Semi-Annual History, HQ USAF/PRIS prepared and processed Amendment No. 1 (DD Form 1513-1) to FMS case SR-D-TCU, to extend the F-5 FTR OPs TAFT coverage for an additional three years. Amendment No. 1 to SR-D-TCU was tendered to the RSAF on 12 Jul 82. However, so that there would be no break in TAFT service for the RSAF during the acceptance phase of the 1513-1 amendment process, HQ USAF/PRIS took the following actions: (1) added the personnel manning required to extend the F-5 FTR OPs TAFT coverage to the basic case, SR-D-TCU, and (2) processed DD Form 1513-2 modifications that transferred excess funds from nine older training cases to case SR-D-TCU. The movement of

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these excess funds to case SR-D-TCU was to provide for short term financing of the initial TAFT extension effort pending acceptance of Amendment No. 1.[78]

(U) Subsequent to tendering Amendment No. 1 to SR-D-TCU, it was determined that "In-Country Support Services and Dependent Schooling" for the F-5 FTR OPs TAFT extension would be funded under PEACE HAWK VIII rather than by Amendment No. 1. The deletion of these two funding requirements and the addition of excess funds to the basic case required that HQ USAF/PRIS prepare, process and tender a new/revised Amendment No. 1 to SR-D-TCU in order to reflect the adjusted funding requirements for the TAFT extension. Therefore, a new Amendment No. 1 to FMS case SR-D-TCU was processed. Notification was issued cancelling the original Amendment No. 1.[79]

(U) As a result of recent Defense Security Assistance Agency (DSAA) instructions, all extensions of TAFT services beyond the time period funded in the original case will require the development of a new LOA, in lieu of DD Form 1513-1 amendment action; a procedure previously authorized. Consequently, the revised Amendment No. 1 to FMS case SR-D-TCU, that had been prepared by HQ USAF/PRIS, and was undergoing the coordination process, will be restructured into a new F-5 Instructor Pilot (IP) TAFT LOA that will extend the TAFT coverage originally requested under FMS case SR-D-TCU. The FMS case designator assigned to the new LOA is SR-D-YFJ.[80]

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(U) The RSAF have officially requested that the Supply Advisor TAFT, LOA SR-D-TED, be extended to provide coverage for an additional two years.[81] HQ USAF/PRIS has initiated action to develop a new LOA to satisfy the RSAF request. The personnel manning under this proposed LOA will remain as previously established for this TAFT and will provide TAFT coverage in Saudi Arabia through Jul 85, for a total of two manyears. The lead case designator assigned to the new LOA is SR-D-YFM.[82]

(U) The RSAF have formally requested an LOA to provide a two-year extension of the three-man F-5 Instructor Pilot (IP) TAFT currently under FMS case SR-D-TDR.[83] HQ USAF/PRIS has initiated action to develop a new LOA to satisfy the RSAF request. The personnel manning requirements under this proposed new LOA will remain as presently established and implemented under FMS case SR-D-TDR. Therefore, the personnel assignment flow of TAFT members under this new F-5 IP TAFT LOA will be time-phased to coincide with the existing replacement schedule of those F-5 IPs completing tours under FMS case SR-D-TDR. This manning continuity will provide uninterrupted coverage in Saudi Arabia from 1 Sep 83 through 1 Dec 85, for a total manning requirement of six manyears.[84]

(U) HQ USAF/PRIS has furnished the RSAF with a proposal that recommends the consolidation of the three USAF F-5 IP manpower spaces, allocated to the extension of FMS case SR-D-TDR, under the new F-5 IP TAFT LOA, SR-D-YFJ.

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RSAF concurrence/non-concurrence of this proposal is required prior to proceeding with the preparation of replacement LOA for SR-D-TDR.[85]

(U) The RSAF have formally requested an LOA to provide a two-year extension of the F-15 IP TAFT currently under FMS case SR-D-TDY.[86] HQ USAF/PRIS has taken action to prepare a new F-15 IP TAFT LOA to satisfy RSAF request. The personnel manning required to provide an additional two-year extension of the F-15 IP TAFT will continue to consist of eight USAF F-15 IPs and three Administrative Specialists. The FMS case identifier for this new TAFT LOA is SR-D-YFL. The personnel selected to satisfy this TAFT requirement will provide continued coverage in Saudi Arabia from Dec 83 through Jul 85.[87]

(U) The SALF have officially requested an LOA to provide a two year extension of Language Training Detachment (LTD) coverage currently being provided under FMS case SR-D-TDV. HQ USAF/PRIS has initiated preparation of new LTD LOA to satisfy SALF request. The personnel manning required to provide an additional two-year extension of the LTD will continue to consist of one GS-9 and two GS-7 English Language Instructors. The FMS case identifier for this new LTD LOA is SR-D-TEM. The personnel assignment schedule will be the same as presently established for the LTD personnel under FMS case SR-D-TDV, and will extend the present LTD coverage in Saudi Arabia from Jun 83 through Jun 85, for a total funding requirement of six manyears.[88]

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(U) The RSAF have formally requested the services of a Defense Institute of Security Assistance Management Mobile Training Team (MTT) to provide RSAF personnel responsible for the management of FMS programs, with an understanding of the FMS process. The MTT will require three majors and two civilians (GS-13), and be located at HQ RSAF, Riyadh, Saudi Arabia. The MTT will be funded under Blanket Order Training Case SR-D-TEK/TEL.[89] The cost estimate for the MTT is $44,200.[90]

(U) The programmed training requirements in FMS training case SR-D-TEH/TEJ have exceeded the LOA value by approximately 65%. This sharp increase is the result of the addition of sixteen unfunded Undergraduate Pilot Training/F-5 training spaces to this case. It is anticipated that the LOA value of case SR-D-TEH will have to be increased by an estimated $17.8 million, through DD Form 1513-1 amendment action, in order to reconcile this existing funding shortfall.[91]

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FOOTNOTES (U)

1. SPFI CDRL, Sequence No. A005 (U), Subject: RSAF LOA Status/Amendments/Financial Analysis, dated 20 Dec 82.

2. HQ USAF/PRIS message (U) 171606Z Nov 82, Subject: Case Directive.

3. USAFSA/C? message (U) 3?1325Z Oct 82, Subject: Extension of Westinghouse Maintenance Services.

4. SECDEF/DSDP message (U) 07????Z Oct 82, Subject: PEACE PULSE VI LOA Request.

5. Minutes, (U) Subject: PEACE PULSE PMR No. 4, dated 7 Dec 82.

6. HQ USAF/PRIS message (U) 151800Z Dec 82, Subject: Improving Spares Delivery.

7. DD1513, SR-D-DFA, PEACE SHIELD Letter of Offer, (U) dated 8 Jul 82.

8. HQ USAF/PRIS message (U) 302030Z Nov 82, Subject: PEACE SHIELD LOA Extension, SR-D-DFA.

9. BDM CDRL, Sequence No. A013 (U), Subject: Unshipped Requisitions List, dated 30 Jun 82.

10. DD Form 1513-2 SR-D-SCA (U), dated 5 Aug 82.

11. DD Form 1513-2 SR-D-GAM (U), dated 5 Aug 82.

12. PEACE SUN/PEACE HAWK Executive Briefing Book (U), dated 22 Dec 82.

13. SPFI CDRL, Sequence No. A009 (U), Subject: PEACE HAWK Program Status, dated 20 Dec 82.

14. SPFI CDRL, Sequence No. A009 (U), Subject: PEACE HAWK Program Status, dated 20 Dec 82.

15. SPFI CDRL, Sequence No. A009 (U), Subject: PEACE HAWK Program Status, dated 20 Dec 82.

16. USAF/PRIS Letter of Transmittal (U), dated 25 May 82.

17. USMTM/DAF Message (U) 220640Z Dec 82, Subject: FMS case SR-D-QNL.

18. AFLC-ILC/SF Message (U) 061346Z Oct 82, Subject: FMS case SR-D-QNL.

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19. AFLC-ILC/SR Message (U) 291935Z Jul 82, Subject: FMS case OHL-Nonstandard Support.

20. AFLC-ILC/SRF Message (U) 171330Z Nov 82, Subject: Expiration of FMS case SR-D-OHL.

21. CSIS, Monthly Status/Progress Reports (U) dated 31 Aug and 29 Oct 82.

22. AFLC-ILC/SRF Message (U) 191930Z Oct 82, Subject: Contract F41608-81-C-1610- Monthly Status/Progress Report - Country Standard Item Support.

23. DMM/MMSF Message (U) 102130Z Nov 82, Subject: CSIS Country Standard Item Support Contract F41608-81-C-1618 Report Status.

24. DMM/MMSFT Message (U) 251400Z Oct 82, Subject: F-5 Nose Gear Debike.

25. DMM/MMSFT Message (U) 152100Z Dec 82, Subject: Request for Cost Data, Modification of Two Position Nose Gear Electrical Circuits, F-5E/F ACFT, TCO Project SR-1082-050.

26. KA-AIC/RI Message (U) 061635Z Oct 82, Subject: Monthly Activity Report for Sep 83.

27. DMM/MMSFD Message (U) 291345Z Oct 82, Subject: Proposed F-5 TCC Review in Saudi Arabia, 1983.

28. DMM/MMSFT Message (U) 281815Z Dec 82, Subject: Proposed F-5 TCC Review in Saudi Arabia, 1983.

29. HQ TAC/DO Letter (U) 13 Nov 82, Subject: Tactical Air Command Security Assistance Program.

30. LGS/LSG Message (U) 220842Z Nov 82, Subject: PEACE SUN Arrivals.

31. LSG/LGS Message (U) 180530Z Jul 82, Subject: F-15 Beddown.

32. Goodyear Aerospace Corporation Program Schedule (U) for PEACE SUN F-15 Flight Simulators -- Jul 82.

33. AF/PRIS Message (U) 151645Z Jul 82, Subject: PEACE SUN I, SR-D-SFA, Amendment 3 Case Directive.

34. AF/PRIS Message (U) 221505Z Oct 82, Subject: PEACE SUN Action Item AUG1MP - Develop a surge kit inventory plan.

35. USAFSEC/LG Message (U) 251330Z Aug 82, Subject: PEACE SUN/PEACE SENTINEL/PEACE SHIELD Visits.

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36. ASD/TAFX Message (U) 092000Z Sep 82, Subject: PEACE SUN Action Item MAR20D.

37. AF/PRIS Message (U) 091931Z Nov 82, Subject: PEACE SUN Action Item MAR20D -- Determine If Flight Test of RSAF TEWS could be scheduled.

38. HQ USAF/PAI (Saudi) Letter (U), Subject: FMS case SR-D-YHH, dated 28 Feb 80.

39. PEACE SUN/PEACE HAWK Executive Briefing Book (U), dated 22 Dec 82.

40. Ibid.

41. LSG/CC Message (U) 081105Z Dec 82, Subject: Monthly LSG Commander's Update.

42. LSG/LCS Message (U) 291335Z Nov 82, Subject: PEACE SUN GPV Maintenance.

43. Minutes, (U) PEACE SUN Issues, 11-14 Sep 82.

44. Minutes, (U) PD/SUN Review, 11-15 Dec 82.

45. Minutes, (U) F-15 MRB, 7 Dec 82.

46. SPFI CDRL, Sequence No. A010 (U), Subject: Executive Summary, dated 5 Dec 82.

47. Air Training Command (ATC) Country Project Record (Saudi Arabia) (U), 23 Dec 82.

48. SEC/DEF Message (U) 240049Z Sep 82, Subject: Request for amendment to PEACE SUN V LOA.

49. ASD/TAFT Message (U) 061945Z Oct 82, Subject: F-15C/F-15D Aircraft exchange between PEACE SUN V and USAF.

50. HQ USAF/LGTS Message 151413Z Jul 82, Subject: Case Directive, AMDT 1, FMS case SR-D-SJA (PEACE SENTINEL I).

51. Minutes, (U) PEACE SENTINEL I Review, 14-15 Sep 82.

52. Minutes, (U) PEACE SENTINEL Program Review, 25-28 Oct 82.

53. HQ USAF/PRIS Message (U) 082065Z Oct 82, Subject: RSAF PEACE SENTINEL/PEACE SHIELD Visit to CONUS.

54. SPFI CDRL, Sequence No. A004 (U), Subject: PEACE SENTINEL PROGRAM STATUS, 31 Dec 82.

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55. HQ USAF/PRIS Message (U) 201630Z Dec 82, Subject: PEACE SENTINEL Interim Main Operating Base (IMOB) Site Survey.

56. AFMC/SDT Message (U) 221530Z Dec 82, Subject: PEACE QUERY Support for PEACE SENTINEL.

57. HQ ESD/FA Message (U) 222150Z Sep 82, Subject: Request Travel Clearance.

58. USAFSEC/C' Message (U) 151205Z Dec 82, Subject: Cancellation of PEACE QUIET Program.

59. Ibid.

60. USAFSEC/C' Message (U) 200825Z Dec 82, Subject: RSAF Secure Voice Requirements.

61. Minutes, (U) Royal Saudi Air Force (RSAF) Munitions Program/Problems, 14-15 Oct 82.

62. USAFS/LGW Message (U) 141340Z Nov 82. Subject: Expedited Delivery of Empty MK-82 Bombs.

63. OO-ALC Message (U) 241750Z Dec 82, Subject: Delivery of MK-82 Practice Bombs FMS case SR-D-ADY.

64. Minutes, (U) Royal Saudi Air Force (RSAF) Munitions Program/Problems, 1-3 Dec 82.

65. HQ USAF/PRIS Message (U) 201243Z Sep 82, Subject: Releasability of FMU-110/B Fuze.

66. DD Form 1513 SR-D-AFF (U), countersigned 1 Oct 82.

67. HQ USAF/PRIS Message (U) 131530Z Dec 82, Subject: Request for Price and Availability (P&A) data.

68. HQ USAF/PRIS Message (U) 131530Z Dec 82, Subject: Request for Price and Availability (P&A) data.

69. USAFSEC/LGD Message (U) 181300Z Aug 82, Subject: RSAF Rapid Runway Repair.

70. HQ USAF/PRIS Message (U) 211423Z Sep 82, Subject: FMS cases SR-D-TEF, TEH, and TEK.

71. HQ USAF/PRIS Message (U) 052100Z Nov 82, Subject: Implementation of FMS case SR-D-TEH.

72. HQ USAF/PRIS Message (U) 161805Z Nov 82, Subject: Implementation of FMS Case SR-D-TEK.

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73. HQ USAF/PRIS Message (U) 221805Z Nov 82, Subject: Implementation of FMS case SR-D-TEF.

74. USAFSEC/DAF Message (U) 051125Z Sep 82, Subject: FMS case SR-D-BPA, C-130 Tactical Operations TAFT.

75. USAFSEC/DAF Message (U) 100800Z Oct 82, Subject: FMS case SR-D-BPA, C-130 Tactical Operations TAFT.

76. HQ USAF/PRIS Message (U) 151915Z Oct 82, Subject: C-130 TAC OPS TAFT, FMS case SR-D-BPA.

77. HQ USAF/PRIS Message (U) 012005Z Dec 82, Subject: C-130 TAC OPS TAFT, FMS case SR-D-BPA.

78. HQ USAF/PRIS Message (U) 152030Z Sep 82, Subject: Amendment No. 1 (DD Form 1513-1), FMS Case SR-D-TCU -- Extension of F-5 PTR OPS TAFT.

79. Ibid.

80. HQ USAF/PRIS Message (U) 162105Z Dec 82, Subject: Extension of F-5 and F-15 Instructor Pilot (IP) TAFTs under FMS cases SR-D-TCU, SR-D-TDR and SR-D-TDY.

81. USAFSEC/DAF Message (U) 180830Z Oct 82, Subject: FMS case SR-D-TED.

82. HQ USAF/PRIS Message (U) 171600Z Nov 82, Subject: Extension of USAF Supply Advisor TAFT for Saudi Arabia, FMS case SR-D-TED.

83. USAFSEC/DAF Message (U) 081545Z Dec 82, Subject: Extension of F-5 and F-15 Instructor Pilot TAFTs.

84. HQ USAF/PRIS Message (U) 211625Z Dec 82, Subject: Request for Pricing and Availability (P&A).

85. HQ USAF/PRIS Message (U) 162185Z Dec 82, Subject: Extension of F-5 and F-15 Instructor Pilot (IP) TAFTs under FMS cases SR-D-TCU, SR-D-TDR and SR-D-TDY.

86. USAFSEC/DAF Message (U) 081545Z Dec 82, Subject: Extension of F-5 and F-15 Instructor Pilot TAFTs.

87. HQ USAF/PRIS Letter (U), Subject: Request for Pricing and Availability (P&A) Data, dated 23 Dec 82.

88. USNSMSA/ASSU-T Message (U) 280832Z Nov 82, Subject: English Language Training Detachment (LTD), FMS case SR-D-TDY.

89. CHUSMTM Message (U) 071330Z Sep 82, Subject: Request for DISAM-F Mobile Training Team (MTT).

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90. HQ USAF/ACMS Letter (U), Subject: Request for Planning and Review (P&R) Data.

91. [illegible] Message (U) 021947Z Dec 82, Subject: FMS Case SR-D-TEH/TEJ.

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CHAPTER VII

EUROPE/NATO DIVISION

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Europe/NATO Division

Introduction (U)

(U) The Europe/NATO Division had one personnel loss and one gain during this period, and is currently comprised of 11 professional staff and four clerical personnel.

Austria (U)

(U) Current Foreign Military Sales (FMS) with the Austrian Air Force amount to less than $3 million for 21 cases. Austria has no major Security Assistance (SA) programs with the United States Air Force (USAF).

Belgium (U)

(U) The Government of Belgium remains active in the FMS environment with approximately 90 FMS cases valued at $1.9 billion. The largest portion of these funds ($1.79 billion) is devoted to the F-16 HARVEST PARTNER II 1/ program.

(U) The most interesting development in the Belgian FMS program is the request for a Letter of Offer and Acceptance (LOA) for a follow-on buy of 44 additional F-16s. 2/ The original case called for 116 aircraft to be purchased under a coproduction arrangement. The follow-on case is still undergoing difficult negotiations concerning the continuing coproduction agreements.

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(U) Belgium continues to participate in many smaller FMS programs such as the F-16 supply support arrangements. 3/

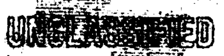
(U) FY 83 FMS Training 4/ for Belgium consists of quotas for a total of 6 students in Defense Security Assistance Management, Electronic Warfare, Weather Equipment, Flight Safety, Technical Instructor and Language Instructor courses estimated at approximately $25,000. Pilot training requirements are met through participation in the Euro-NATO Joint Jet Pilot Training (ENJJPT) program.

Canada (U)

(U) Canada has remained active in FMS primarily through AFLC ILC logistic support purchases. The joint project PEACE TOWER (between Canadian Forces and the USAF) for Region Operation Control Centers (ROCCs) continues; case value is near $43 million.

(U) FY 83 FMS training 5/ for Canada consists of quotas for approximately 100 students in various courses including Electronic Warfare Operations, Defense Security Assistance Management, Experimental Test Pilot, Flight Test Engineer, F-5E FWIC, Flight Nurse, Air Command and Staff College, Air War College, Space Systems, Flight Safety, and Air Intelligence. The estimated value is approximately $1,350,000.

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Denmark (U)

(U) Denmark has slightly increased its FMS involvement over last year's figures. There are approximately 80 Danish FMS cases with a total value of $1.04 billion.

(U) As one of the European Participating Governments (EPG), Denmark's largest FMS involvement continues to be the F-16 coproduction program (HARVEST PARTNER II $.88B/58 aircraft). 5/ Although no official request has been made, the Danish Air Force is reportedly preparing to ask for a follow-on buy of a small number of additional F-16s.

(U) Denmark has several smaller FMS programs such as the F-16 supply support case. 7/

(U) FY 83 FMS training 8/ for Denmark consists of quotas for a total of 50 students in C-130 Aircrew, Squadron Officer School, H-3 Pilot Qualification, Undergraduate Navigator, Electronic Warfare Operations, Flight Safety, Defense Security Assistance Management, Aerospace Medicine, Air War College and Contract Administration courses. Total estimated value is approximately $670,000. Pilot Training requirements are met through participation in the ENJJPT program.

Euro-NATO Joint Jet Pilot Training (ENJJPT)

(U) ENJJPT is a cooperative undergraduate pilot and pilot instructor training (UPT and PIT) program that has been in development since 1973. ENJJPT began operations on

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1 October 1981 at Sheppard AFB, Texas, and is the most significant project of its type that has been undertaken among allies during peacetime. Training allied pilots together will do a great deal to further enhance rationalization, interoperability, and readiness. The nations involved in the program are Belgium, Canada, Denmark, Germany, Greece, Italy, Netherlands, Norway, Portugal, Turkey, United Kingdom, and the United States. 9/ The program is based on the principles of proportionate sharing of program costs and proportionate instructor pilot (IP) manning. The US share of the cost, and funds requested for FY 84, amount to $52.1 million. The Sheppard AFB program is the short-term solution (through 1991) for providing joint NATO fighter pilot training. The ENJJPT Working Group which developed and planned the operation at Sheppard AFB is now developing the plans for a long-term solution (beyond 1991). The long-term solution will consider a single base, possible European site, and include lead-in fighter training. The current operation is managed by a multinational steering committee and will continue until the long-term solution is implemented.

(U) During the planning stages for the short-term solution, it was anticipated that the ENJJPT pilot production would increase steadily to 320 by FY 87. Recent events, however, make that growth figure doubtful. The Netherlands participated in the program with 49 student entries in FY 82, but due to budgetary constraints have been forced to reduce entries for FY 83/84

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to 22. This has had a significant impact on expected program growth and will result in less than programmed production in the out years.

(U) While program growth will be less than expected, continued US involvement and participation is paramount to the success of ENJJPT. Without US participation, which will be kept constant at 151 student entries per year, ENJJPT would not be cost effective for the remaining nations and the program would collapse. Serious problems would be created for nations like Germany who are programming all of their student pilots into ENJJPT. Further, lack of US participation would undermine current efforts by the US to urge NATO nations to increase their defense spending.

(U) On 23 October 1982, the first ENJJPT class (Class 83-01) graduated. Of the 15 US students who entered with the class in October 1981, 14 received wings as USAF pilots. Other graduates included 11 Germans and 4 Norwegians. All US graduates were fighter, attack, reconnaissance qualified, adding credibility to the quality of training received in the fighter pilot oriented program.

(U) Due to the inability of some nations to provide their fair share of IPs for the program, the US originally committed 64 additional IPs over its proportionate share to fill shortfall IP positions. (The additional 64 positions were fully reimbursable from the nations with the shortfall). Therefore, the US was

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building to a total presence of 196 IPs at Sheppard AFB (132 required; 64 shortfall). The Netherlands reduction of student entries, however, created an excess IP situation and the US has reduced its total IP commitment for the program to 174 in order to balance the IP/student ratio.

(U) Overall, the program is progressing very well with exceptional cooperation among the user nations. There are no significant obstacles in the foreseeable future which would prevent a successful program throughout the short-term solution.

France (U)

(U) The French FMS program constitutes 90 open cases amounting to $63.5 million. Currently, there are no major items of equipment sales.

(U) France signed an LOA 10/ for the purchase of an AN/MST-T1 Multiple Threat Emitter Simulator. This $16.2 million sale is part of the hardware procurement of the Aircrew Electronic Warfare Tactics Facility (AEWTF). France has requested Price and Availability (P&A) data on the AN/MPQ-T3 AAA radar simulator for their second site. The total cost for the French portion of the AEWTF is estimated to be $74.0 million.

(U) The US/French Memorandum of Understanding (MOU) on joint research and development of a modernized C-135 tanker is about to be completed. 11/ This MOU covered the development phase while the production phase is being conducted using a series of

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annual FMS cases. Estimated cost to reengine the 11 French aircraft is $275 million. The first converted aircraft was completed on 22 June 1982 and is now undergoing operational testing.

(U) On 14 March 1982, France requested Boeing to conduct an E-3A demonstration. Boeing leased an Air Force E-3A on 14 June 1982, and conducted three test flights from 28 June to 9 July 1982. The LOA 12/ for USAF technical assistance during the demonstration amounted to $107,638. The tests were very successful and may eventually lead to the purchase of the E-3A.

Federal Republic of Germany (FRG) (U)

(U) The FRG is one of the largest FMS customers in worldwide SA, with more than 350 FMS cases valued at $1.6 billion. 13/ Current significant programs include: PEACE ILLER (Purchase of 450 AGM-65B Maverick missiles); NATO E-3A program; PEACE PEEK (Equipment update of airborne collection platforms, Breguet 1150 "Atlantique" aircraft).

(U) The USAF and German Air Force (GAF) developed a Memorandum of Agreement (MOA) pertaining to the sale of the 66 F-104G aircraft at Luke AFB, Arizona. 14/ The MOA became effective on 20 August 1982. The US Government (USG) bought the GAF F-104G aircraft which were then in turn purchased by Taiwan.

(U) The GAF terminated the Sheppard Agreement 30 September 1982, which provided support for the GAF dedicated UPT program at Sheppard AFB, Texas. The maintenance agreements with Northrop

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to service GAF T-37/T-38 aircraft was renegotiated and now provides support to the ENJJPT program. GAF T-37/T-38 aircraft are now supporting that program under the ENJJPT MOU and a bilateral MOA between the GAF and USAF.

(U) The GAF F-104 training program at Luke AFB, Arizona will terminate with the last flight and closing ceremonies on 16 March 1983. There will be no follow-on GAF training at Luke AFB and the F-104 aircraft, spares, etc. were sold to Taiwan. All GAF F-104 equipment will be removed from Luke by 30 September 1983.

(U) GAF continues their F-4 aircrew training at George AFB, California as a dedicated program. The LOA value for the program for FY 83 is $38.5 million. 15/

(U) The USAF moved the RF-4 Replacement Training Unit to Bergstrom AFB, Texas in FY 82. The GAF continues to train ten basic and four instructor aircrews per year in this program.

(U) The GAF training program for FY 83 includes 14 LOAs valued at more than $100 million total.

Greece (U)

(U) The Government of Greece (GOG) remains very active with 220 cases valued at about $723 million. Logistic support through AFLC ILC, and weapon system programs through AFSC, comprise the majority of the current activity.

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(U) The Hellenic Air Force (HAF) is continuing efforts to improve its forces with advanced weapons, additional training aircraft, modernized command and control, and a complete depot capability operated by the Hellenic Aerospace Industry.

(U) The GOG has been in the process of evaluating the operational characteristics of the F-16, F-18, Tornado and Mirage for some time. During October 1982-January 1983, the GOG formally evaluated proposals by contractors for the F-16C/D, F-18A, Mirage and Tornado aircraft. The number of aircraft to be purchased, including 10 percent two-seaters, is 60 or 100 (i.e., 54 and 6 or 90 and 10) with an option for an additional purchase of 30. To support the acquisition of a new major weapons system by the HAF, the GOG has asked the contractors involved for offset provisions beneficial to the GOG. Included in the HAF evaluation will be in-country assembly, management of components, technology transfer, and export considerations. The HAF has been actively discussing such potential arrangements with representatives of the various companies involved.

(U) In July 1982, the GOG accepted an LOA [16] for the expansion of its existing PEACE GREEN communications system. The case expands the radio links capacity Line of Sight, Knife Edge Diffraction tropo as well as installs additional multiplex equipment in the already installed and operating independent PEACE GREEN system.

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With acceptance of the basic LOA, the GOG requested an amendment to further expand the system, bringing the total value of the case to $10 million.

[illegible] currently possesses 100 [illegible] Maverick missiles. An LOA for an additional [illegible] Maverick missiles was signed in November 1980.

Italy (U)

(U) FMS activity for the Government of Italy continued to level off during this six month period. There are 31 open cases amounting to approximately [illegible] million. 17/ There are still no major items of equipment sales. The majority of cases continue to be for support equipment, publications, spare parts, and training. Italy is seeking to head a European consortium to coproduce the AGM-65D IIR Maverick for NATO needs.

(U) FY 83 FMS training 18/ for Italy consists of quotas for approximately 30 students in Defense Security Assistance Management, Flight Test Engineer, T-38 Lead-In, and Undergraduate Navigator training courses. The estimated value is approximately $2.1 million. Effective with FY 84, Italian Air Force pilot training requirements will be met through their participation in the ENJJPT program.

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NATO (U)

(U) The NATO Worldwide Military Command and Control System hardware deliveries continue on schedule.

(U) The NATO IIID satellite launch is scheduled for October 1983, but it now appears it may be delayed until 1984. The NATO IIIE [illegible] has been cancelled.

(U) NATO has requested an LOA for a SACEUR Secure Voice Conferencing System to link all major NATO commanders with HQ SHAPE via a secure conference loop.

The Netherlands (U)

(U) The Netherlands is the most active of the four EPG in FMS. The Dutch have approximately [illegible] FMS cases at a total value of $7.9 billion.

(U) The largest Dutch FMS involvement is with the F-16 coproduction effort (HARVEST PARTNER III - $1.[illegible]/102 aircraft). [19] The original 102 aircraft have been followed by a Dutch request to buy 111 additional F-16s in a series of annual buys. [20] Two of these incremental purchases were signed this past year. The first of this year's LOAs was for 20 aircraft [21] and the second was for 12 aircraft. [22] A request for the remaining follow-on aircraft is expected soon.

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(U) Another major Dutch FMS program continues to be the ALQ-131. 23/ The Royal Netherlands Air Force (RNLAF) plans to buy 75 pods in a series of incremental purchases. Twenty-six pods have already been bought via FMS cases. 24/ A request for an LOA for the third slice was received during this period and is being processed. 25/ Additional requests for modifications to existing ALQ-131 equipment 26/ and for new equipment 27/ to be added as improvements to the ALQ-131 are also being worked. (U) The Dutch continue to be very active in other FMS areas such as munitions (MK-82 bombs) 28/ and supply support arrangements. 29/ (U) FY 83 FMS training 30/ for The Netherlands consists of quotas for a total of approximately 20 students in Defense Security Assistance Management, Electronic Warfare Operations, Aerospace Medicine, and Experimental Test Pilot courses at an estimated value of approximately $300,000. RNLAF pilot training requirements are satisfied through their participation in the ENJJPT program.

Norway (U)

(U) Norway has remained active in FMS programs with approximately 95 cases valued at $1.5 billion. The major source of Norway's FMS involvement continues to be the F-16 coproduction program (HARVEST PARTNER IV - $1.3B/72 aircraft). 31/

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(U) Norway completed a very interesting test program at the Air Force Electronic Warfare Evaluation Simulator during this period. 32/ Based on the results of these tests, Norway is evaluating which electronic warfare equipment to buy. Indications are that the Royal Norwegian Air Force (RNoAF) will ask for an LOA for the AN/ALQ-131 around the end of [illegible].

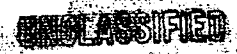
(U) Norway also has smaller FMS cases for such things as the F-16 supply support arrangements. 33/

(U) FY 83 FMS training 34/ for Norway consists of quotas for a total of approximately 40 students in C-130 Aircrew, Contract Administration, Defense Security Assistance Management, Aerospace Medicine, Electronic Warfare Operations, Air War College, Personnel Officer, Undergraduate Navigator, Aircraft Maintenance and Terminal Instrument Procedures courses. The estimated total value is $955,000. RNoAF flying training requirements are met through their participation in the ENJJPT program.

Portugal (U)

(U) The Portuguese continue in their efforts to modernize their air force. The USAF was called upon to support the sale of 30 additional A-7 aircraft by providing 19 TF-41 engines to the Navy. 35/ Portugal purchased 27 Maverick missiles in 1982. 36/

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Spain (U)

(U) Deliberations of the Spanish Air Force (SAF) for a new fighter resulted in selection of the US Navy F-18.

(U) During September 1982, 18 C-7 aircraft were delivered, completing project [illegible].

(U) The PEACE SIGMA program to modernize the SAF wholesale logistics system continues on schedule. The Requirements and Distribution System operations and maintenance support was purchased through 30 June 1983. 37/

Sweden (U)

(U) The Swedish Air Force purchased a Modular Adaptable Radar Simulator (MARS) for electronic countermeasure simulation. 38/ Initial purchase was in 1979. In 1982 spares for the MARS were purchased so that deliveries of both the MARS and its spare coincide. Delivery is expected in late 1983.

(U) Sweden expressed interest in the GBU-15 and Maverick alternate warhead. However, proceedings have been limited to discussions only.

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Switzerland (U)

(U) Current FMS sales with the Swiss Air Force amount to about $731 million for 42 cases. The major FMS program for the Swiss is the purchase of F-5E/F aircraft.

(U) On 19 Oct 82 the Swiss purchased 381 AGM-65B Mavericks and support equipment from the USAF.

(C) The Swiss continue to work with Northrop to flight test a Conformal Countermeasures Pod at Edwards AFB for its F-5 aircraft under FMS Case SZ-D-RAB. Production will depend on test success and whether or not Northrop can market at least 125 pods (cost effective quantity). Swiss requirement is for about 40 pods initially - maximum 80.

(U) FY 83 FMS training for Switzerland includes quotas in the F-5 Fighter Weapons Instructor and the Experimental Test Engineer courses. 39/

Turkey (U)

(U) The Turkish Air Force (TAF) FMS program has increased to 103 cases worth $1,021.4 million. The TAF still participates in the F-4, F-104, and F-5 Technical Improvement Programs, and the Cooperative Logistics Supply Support Arrangement.

(C) The TAF received $400 million in SA for FY 82 and has received $400 million under CRA, with a possible $40 million supplemental increase for FY 83.

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(U) Turkey has been presented an LOA for 750 AIM-9P missiles including NINT Depot, worth $39 million. The TAF has requested P&A data for various munitions, ALQ-119 Pods, ECM equipment for use on C-130, Crash and Rescue Equipment, and Physiological Training Equipment.

(U) The TAF has requested Planning and Review data for 160 F-16A/B aircraft to include coproduction. The TAF has also requested LOAs for 5 additional F-4E aircraft and 18 RF-4 aircraft - these aircraft are not available from USAF inventory.

(U) FMS training provided by Mobile Training Teams for Turkey includes AIM-9P missile maintenance, and maintenance of EW systems on the F-4E aircraft. 40/

United Kingdom (U)

(U) The United Kingdom (UK) FMS program stands at 106 cases worth $418.4 million. The UK still participates in the T-56 Engine Component Improvement Program, the Worldwide Engineering Logistics System, and Cooperative Logistics Supply Support Arrangement.

(U) The UK has asked for P&A data for the launch and support of two SKYNET IV satellites. P&R data was also requested for Tornado hot weather trials, Smokey Sam missiles, and use of Eglin test facilities.

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(C) The UK has two cases 41/* valued at $[illegible] million in support of PEACE RAPID. Both cases are being reduced to reflect a better estimated value of items sold under PEACE RAPID. Three leases have also been prepared as a result of PEACE RAPID - one has been signed by the UK and the other two are awaiting final approval and signature.

(U) FY 83 FMS training includes quotas for the Air War College 42/ and the Experimental Test Pilot 43/ courses. In addition the Royal Air Force arranged to participate in the RED FLAG 83-2 exercise. 44/

Yugoslavia (U)

(C) Current FMS with the Yugoslavian Air Force amount to less than $46 million for 17 cases. As a result of Presidential decisions and the visit by the Secretary of Defense, activity with the Government of Yugoslavia (GOY) is expected to increase. (C) The GOY has accepted an LOA 45/ for the purchase of four AN/TPS-70(V)1 radars. Total value is approximately $25 million. The contract negotiations with Westinghouse are scheduled for 15 April 1983. This represents the second significant systems purchase with the USG/USAF in the past 18 months. (The GOY previously purchased 215 AGM-65B Maverick missiles).

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FOOTNOTES

1. BE-D-STA, 10 June 1975
2. BE-D-BVI, Pending
3. BE-D-KBK, 23 February 1982
4. BE-D-[illegible], [illegible] 1982
5. CN-D-TDO, 21 May 1982
6. DE-D-STA, 10 June 1975
7. DE-D-KBK, 2 August 1982
8. DE-D-TEJ, 2 July 1982; BE-D-TEL, 6 July 1982; and DE-D-TEE, 18 November 1982
9. The following FY 83 cases apply to those nations having undergraduate pilot trainees in the ENJJPT program:

   BE-D-TCG, 19 August 1982
   DE-D-TEF, 18 August 1982
   GY-D-TOM, 7 September 1982
   IT-D-BBC, 2 August 1982
   NE-D-TCN, 27 August 1982
   NO-D-TPC, 27 August 1982
   TK-D-TAU, 12 October 1982
   UK-D-TRY, 30 August 1982

10. FR-D-DAA, 27 November 1981
11. FR-D-YAD, 4 October 1982
12. FR-D-BAK, 7 June 1982
13. FMS Case History Files, December 1982
14. Luke Air Force Base F-104G Property Disposition Agreement, 20 August 1982
15. GY-D-TOJ, 7 September 1982
16. GR-D-DCA, 30 June 1982
17. FMS Case Files, AF/PRIM, December 1982

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18. TT-D-TCZ, 26 July 1982; TT-D-TDE, 17 June 1982; and TT-D-TEH, 4 October 1982

19. NO-D-STA, 10 June 1975

20. NE-D-SVI, 19 December 1980

21. NE-D-SVI, Amend 2, 18 February 1982

22. NE-D-SVI, Amend 3, 24 December 1982

23. NE-D-YRM, 10 November 1980

24. NE-D-YBW, 29 October 1981

25. NE-D-YCS, Pending

26. NE-D-WAA, Pending

27. NE-D-YCP, Pending

28. NE-D-AGC, 12 October 1982

29. NE-D-KBR, September 1982

30. NE-D-TCQ, 7 July 1982

31. NO-D-STA, 10 January 1975

32. NO-D-NAT, 2 March 1982

33. NO-D-KBV, 1 February 1982

34. NO-D-TED, 16 July 1982; NO-D-TEW, 13 July 1982; NO-D-TEY, 30 September 1982

35. Deputy SECDEF Memo, 30 December 1982

36. PT-D-YAH 19 October 1982

37. SP-D-YAX, 30 November 1982

38. SW-D-DAD, 12 October 1982

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39. SZ-D-TBR, 19 August 1982 and SZ-D-TBP, 4 May 1982

40. TK-D-TAS, 29 June 1982

41. UK-D-TBK, 15 June 1982 and UK-D-NDF, 15 June 1982

42. UK-D-TBW, 17 September 1982

43. UK-D-TCA, 4 November 1982

44. UK-D-YCA, 1 December 1982

45. YU-D-DCA, 24 February 1982

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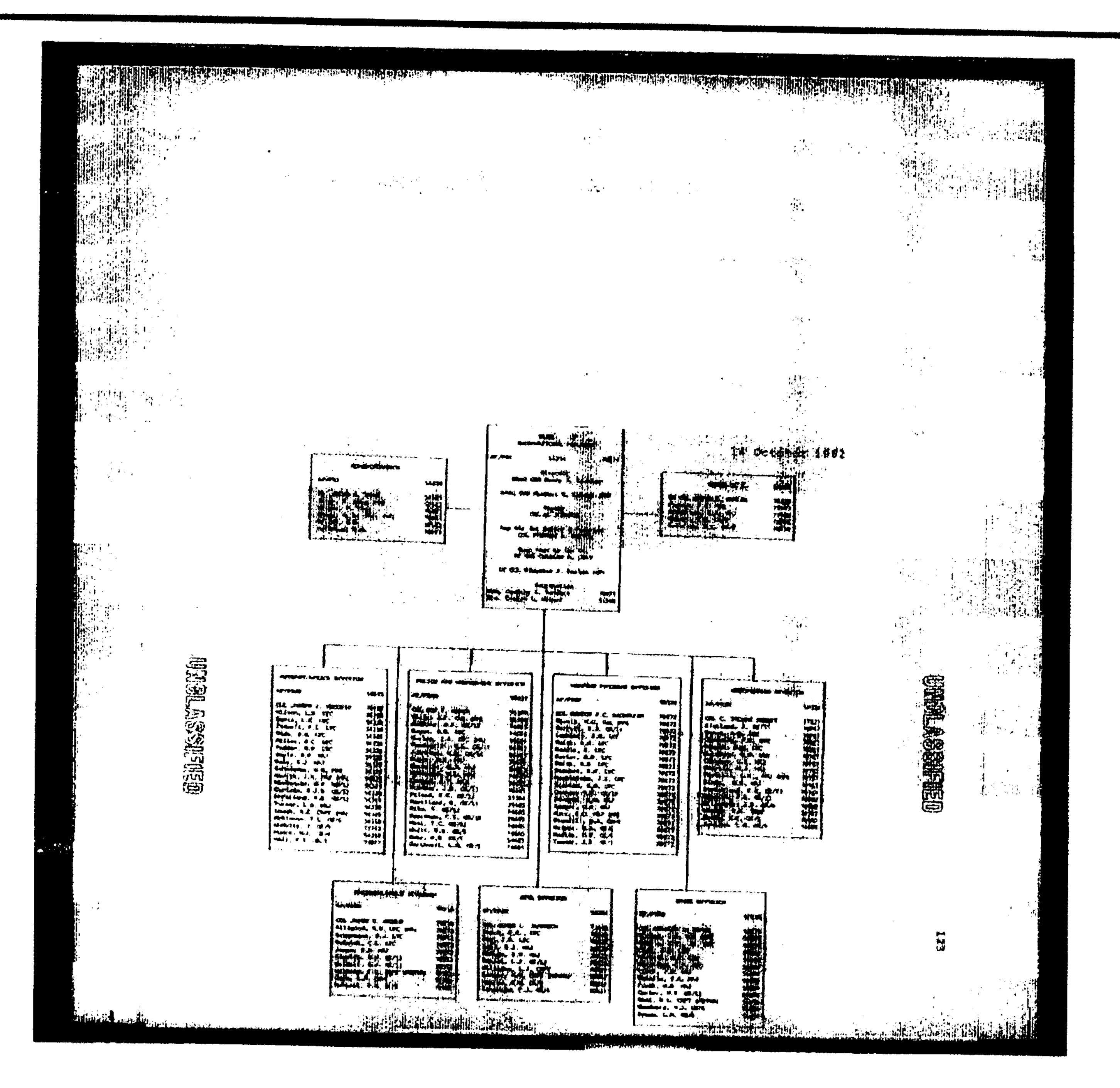
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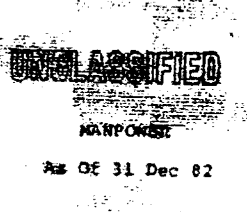
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MANPOWER

As Of 31 Dec 82

Ofc Sym	Authorized Mil	Authorized Civ	Assigned Mil	Assigned Civ
PRI	04	05	05	05
PRIA	04	04	04	04
PRIB	10	07	13	07
PRIE	05	04	06	04
PRIM	08	14	06	14
PRIP	13	05	12	05
PRIS	07	03	08	03
PRIW	09	06	08	06
TOTALS:	61	48	62	48

Other [illegible]:

ASTRA: PRIA 1, PRIE 1, PRIS 1

Stay-In-School: PRIA 1, PRIE 1

[illegible]tees: PRI 1
PRIA 1
PRIB 3
PRIE 1
PRIM 2
PRIP 2
PRIS 2
PRIW 1

Jr Fellowship: PRIW 1

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PERSONNEL

GAINS:	OFC SYM	REPORTING DATE
Miller, Robert G., Jr, Lt Col	PRIB	01 Jul 82
Startin, Mavis J., Maj	PRIW	02 Jul 82
Sutton, Stephen L., Col	PRI	10 Jul 82
[illegible], Samuel M., Maj	PRIA	15 Jul 82
[illegible], Raymond R., Maj	PRIE	15 Jul 82
[illegible], [illegible] B., Jr, Maj	PRIS	19 Jul 82
[illegible], [illegible] W., Lt Col	[illegible]	26 Jul 82
Comer, [illegible] J., GS-14	PRIP	02 Aug 82
McKinnon, Sandra L., GS-6	PRIB	06 Aug 82
Woodward, Marion J., GS-6	PRIS	09 Aug 82
Rist, Mark L. Capt [illegible]	PRIS	14 Aug 82
Dolgins, Alfred J., Maj	PRIB	23 Aug 82
Jamerson, James L., Col	PRIB	31 Aug 82
Gibslin, Richard T., IV, Lt Col	PRIS	10 Sep 82
[illegible], [illegible] J., GS-3	PRIE	18 Oct 82
[illegible], [illegible] L., Capt (ASTRA)	[illegible]	26 Oct 82
[illegible]cke, [illegible], GS-13	[illegible]	[illegible] 82
Uhlinger, [illegible], III, Maj	PR[illegible]	01 Nov 82
Marlow, Frede[illegible], Maj	PR[illegible]	29 Nov 82
Lutkenhouse, Patricia M., GS-2	PRIM	21 Dec 82

LOSSES:	OFC SYM	DATE OF LOSS
Deen, Hazel L., GS-13	PRIP	03 Jul 82
Sills, Joel W., Lt Col	PRIW	06 Jul 82
Hazard, Christopher W., Lt Col	PRIE	08 Jul 82
Gays, Robert L., Maj	PRIM	21 Jul 82
Reamy, Betty L., GS-6	PRIS	08 Aug 82
Griswell, Robt A., Capt (ASTRA)	PRIB	27 Aug 82
Tracy, George P., Jr., Lt Col	PRIS	31 Aug 82
Mazurek, Norman C., Lt Col	PRIB	01 Sep 82
Stamm, Richard F., Col	PRIS	24 Sep 82
Jayroe, Julius B., Col	PRIA	01 Oct 82
Sullivan, Bet[illegible]	PRIM	03 Oct 82
Sicard, Peter J., Maj	PRIM	08 Oct 82
Boese, Lawrence R., Col	PRIE	21 Oct 82
Irby, Wendell L., Lt Col	PRIW	01 Nov 82
Samuel, Robert G., Lt Col	PRIW	06 Dec 82
Bacheller, Burton P.[illegible], II, Col	PRIP	22 Dec 82

PROMOTIONS:	OFC SYM	PROMOTION DATE
Baker, Roy T., Col	PRIM	01 Jul 82
Padden, David T., Lt Col	PRIB	09 Jul 82
Medlin, Darien H., GS-5	PRIP	11 Jul 82
Burleson, Glynn W., Lt Col	PRIW	12 Jul 82
Spearman, Cynthiann T., GS-12	PRIM	28 Nov 82
Duke, Martha E., GS-6	PRIM	28 Nov 82
Hagen, Gary E., Col	PRIM	01 Dec 82
Lowery, Charles D.	PRIS	01 Dec 82
Cozenney, [illegible] K., Lt Col	PRIW	01 Dec 82
Ohlinger, Charles T., Lt Col	PRIP	01 Dec 82
Startin, Mavis J., Lt Col	PRIW	01 Dec 82

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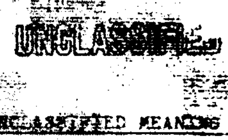
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NICKNAMES

NAME	UNCLASSIFIED MEANING	OPR
HARVEST GUARD	FMS NATO AEW PROGRAM	PRIP
HARVEST PARTNER I	F-16 FMS Coproduction w/Belgium	PRIP
HARVEST PARTNER II	F-16 FMS Coproduction w/Denmark	PRIP
HARVEST PARTNER III	F-16 FMS Coproduction w/Netherlands	PRIP
HARVEST PARTNER IV	F-16 FMS Coproduction w/Norway	PRIP
NATO III	FMS [illegible] Program	PRIP
PEACE ACE	Cooperative ACMI Range	PRIE
PEACE AIM	DSU-21S Fuzes for Pakistan	PRIE
PEACE AIR	AIM-9P Missiles for Taiwan	PRIE
PEACE AGUA I	Gulf Stream II Acft for VE	PRIE
PEACE AGUA II	Gulf Stream III Acft for VE	PRIE
PEACE ALPHA II	RF-4 for Spain	PRIW
PEACE ALPHA III	F-4C for Spain	PRIW
PEACE ALTER	AN/FPS-100 Radar Mod for Iran	PRIB
PEACE ALPS II	Additional F-5E/F for Switzerland	PRIW
PEACE ALPS	Swiss F-5E/F Program	PRIW
PEACE ANDES IV	A-37Bs for Chile	PRIE
PEACE ANDES III	T-37B Aircraft Chile	PRIE
PEACE ANDES II	T-37B Aircraft Chile	PRIE
PEACE ANDES	A-37Bs for Chile	PRIE
PEACE AMAZON	Brazilian F-5E/B	PRIE
PEACE ARROW	AIM-9 Missiles Oman	PRIB

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NAME	UNCLASSIFIED MEANING	OPR
PEACE ASCOT	Potential F-16 Country Customer	PRIP
PEACE ATLAS II	F-5E/F to Morocco	PRIB
PEACE AZTEC	F-5E/Fs to Latin America	PRIE
PEACE BALKAN	AGM 65 Maverick Missile	PRIW
[illegible]	KC/C-130H [illegible]	PRIB
[illegible]	[illegible] F-5E Program	[illegible]
PEACE BACKGAMMON	EC-130 for Turkey	PRIW
PEACE BOOST	AIM-9P Rocket Reload Program for Security Asst PAIP	PRIP
PEACE BRAVO	F-4E for Spain	PRIW
PEACE BRIDGE	ROKAF F-16	PRIE
PEACE BUSHMASTER	AGM 65-A for Korea	PRIE
PE E CARTHAGE	C-130 to Tunisia	PRIB
PEACE CARTHAGE II	(3) Three C-130 Aircraft to Tunisia	PRIB
PEACE CAT I	40 Pilots each year FY76 Saudi Arabia	PRI-S
PEACE CAT II	40 Pilots for FY77 Saudi Arabia	PRI-S
PEACE CAT I	40 Pilots for FY78 Saudi Arabia	PRI-S
PEACE CENTAUR	Potential F-16 Country Customer	PRIP
PEACE CHAOPHYA	AU-23 for Thailand	PRIE
PEACE CHAKRI	Bell 412 Helicopters for King of Thailand	PRIE
PEACE CHARLIE	Citation II Aircraft for Venezuela	PRIE
PEACE CHEETA	F/TF-104G Acft	PRIE
PEACE CHOPPER	Rescue helicopters for Turkey	PRIW

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NAME	UNCLASSIFIED MEANING	OPR
PEACE COGNAC I	French AN/MST-T, EW Simulator	PRIW
PEACE COIL	AIM-9P Missiles for Security Asst (New Product)	PRIP
PEACE COPPERHEAD	LGB-KOREA	PRIE
PEACE COSTA	F-5 Acft for EC	PRIE
PEACE COURAGE	Purchase of Hydramens Actuators for UK	PRIW
PEACE CROW	Sale of AN/ALQ-131 ECM Pods to the UK	PRIW
PEACE CULEBRA	Aim 9P3 Msl Sale to Venezuela	PRIA
PEACE CUTLASS	UK Purchase of Pave Spike/Pave Way Systems	PRIW
PEACE DAGGER	Sale of AGM-65B to Israel	PRIE
PEACE DAMON	Potential F-16 Country Customer	PRIP
PEACE DANUBE	F-16 for Austria	PRIW
PEACE DAZZLE	ALE-38 ECM MOD for Korea	PRIE
PEACE DELTA	F-16 for Venezuela	PRIA
PEACE DEPOT	ROKAF DEPOT Development Program	PRIE
PEACE DERRICK	Potential F-16 Country Customer	PRIP
PEACE DOW	Thailand Integrated Airborne Recce System	PRIE
PEACE DROW I	C-130 H for Oman	PRIE
PEACE DROW II	(1) C-130H for Tunisia	PRIE
PEACE DROW III	2-C-130H Aircraft to Oman	PRIE
PEACE DIAMOND	F-4E Program - Turkey	PRIW
PEACE DIAMOND II	F/RF-4E Program - Turkey	PRIW
PEACE DIAMOND III	F-4 Acft for Turkey	PRIW

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NAME	UNCLASSIFIED MEANING	OPR
PEACE DIKE	AN/[illegible] ECM PODS - [illegible]	PRIE
[illegible] [illegible] I	Aircraft for [illegible]	PRIB
PEACE [illegible] II	F-5[illegible]/F-5[illegible]s	PRIB
PEACE DOWNER	AIM-[illegible] for Pakistan	PRIE
PEACE DRAGON	Ecuador A-37B Program	PRIE
PEACE DRUM	F-5E/F Aircraft Kenya	PRIE
PEACE DRUM II	F-5Fs Aircraft for Kenya	PRIE
PEACE DUB	Missile Support	PRIM
PEACE EAGLE	Japanese [illegible]	PRIE
[illegible]	[illegible] of R/RP-4 Acft	PRIE
PEACE EDGE	CAF [illegible] System Upgrade-Taiwan	PRIE
PEACE EROS	Potential F-16 Country Customer	PRIP
PEACE ETERNAL	F-5E/F to Thailand	PRIE
PEACE ETERNAL II	Additional F-5E Acft for Thailand	PRIE
PEACE ETERNAL III	Additional F-5E Acft for Thailand	PRIE
PEACE EYE	Potential F-16 Country Customer	PRIP
PEACE FIND	TACAN Sets for Greece	PRIE
PEACE FOCUS	[illegible] for Korea	PRIE
PEACE FOREST	Philippine AF Air Def Comm Sus Mod	PRIE
PEACE FORTRESS	Sale of AN/TPS 43F Radars to Sudan	PRIE
PEACE FOX	FMS of F-15 to Israel	PRIB
PEACE FREEDOM	F-5 Program for Korea	PRIE
PEACE FREEDOM II	F-5F Program for Korea	PRIE
PEACE FREEDOM III	F-5E/F Coassembly Program for Korea	PRIE

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PEACE GATE	F-16 Sale to Pakistan	PRIX
PEACE GULF	Radiation Hazard Project-Iran	PRIB
PEACE HAMMER	Pave Spike ASE for Israel	PRIB
PEACE HAWK	F/5B/E/F Acft for Saudi plus spt & tng	PRI-S
PEACE HAWK I	FMS of F-5B Acft to Saudi Arabia	PRI-S
PEACE HAWK II	FMS of F-5E Acft to Saudi Arabia	PRI-S
PEACE HAWK III	FMS of In-Country Contractor Spt-Saudi Arabia	PRI-S
PEACE HAWK IV	FMS of F-5E/F Acft to Saudi Arabia	PRI-S
PEACE HAWK V	FMS of In-Country Contractor Spt-Saudi Arabia	PRI-S
PEACE HAWK VI	FMS of F-5F Acft to Saudi Arabia	PRI-S
PEACE HAWK VII	FMS of In-Country Contractor Spt-Saudi Arabia	PRI-S
PEACE HAWK VIII	RSAF Mission Support Services (MSS) Saudi Arabia	PRI-S
PEACE HERMES	Maverick Missiles-Greece	PRIW
PEACE HIT	AGM-65 Mid to F-4D acft	PRIE
PEACE HOME	Korean F-5E RWR Modification	PRIE
PEACE HORN	Somalia Air Defense	PRIB
PEACE HUSTLE	Spanish SP SDA Case	PRIW
PEACE ICARUS	FMS of F-4E Acft-Greece	PRIW
PEACE ICARUS II	FMS of F/RF-4E Acft for Greece	PRIW
PEACE ILLER	AGM-65B Maverick Sale-Germany	PRIW
PEACE INCA II	A-37B for Peru	PRIE
PEACE INDOCOM	MAP Upgrade of Indonesia AF ATC Eng Nav Comm	PRIE

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PEACE HERACLES	C-130H for Greece	PRIW
PEACE IRIS	Egypt C-130 Sigint Modifications	PRIB
PEACE ISAR	AN/FPA-16-2 Mod to German Height Finding Radar	PRIW
PEACE JACK	Modification to F-4 for Israel	PRIB
PEACE JAMMER	ECM Pods for Iran	PRIB
[illegible]	Potential [illegible] Customer	PRIP
PEACE JAR	Jordan F-5 Program	PRIB
PEACE JAY	Potential F-16 Country Customer	PRIP
PEACE JETHON	A-37B for Honduras	PRIB
PEACE JEWEL	T-38 for Turkey	PRIW
PEACE JUMP	F-16s for Sweden	PRIW
PEACE JUMP II	F-16 Second increment for Sweden	PRIW
PEACE JUTE	Potential F-16 Country Customer	PRIP
PEACE KING	Sale of C-130s to Jordan	PRIB
PEACE KIT	Sale of F100 Engine Retrofit Kits to Israel	PRIB
PEACE KIWI	Potential F-16 Country Customer	PRIP
PEACE KOALA	C-130H Purchase-Australia	PRIE
PEACE KOMODO	F-5E/F for Indonesia	PRIE
PEACE KOMODO II	F-4E for Indonesia	PRIE
PEACE LADY	AN/TPS 43F for Taiwan	PRIE
PEACE LAND	FMS Mod/Update of F-111C Acft, Australia	PRIE
PEACE LAND II	Replacement F-111 Aircraft for Australia	PRIE

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PEACE LENS	Potential F-16 Country Customer	PRIP
PEACE LIGHT	Jordan F-5Fs	PRIB
PEACE LIMA	Peru C-130H	PRIE
PEACE LION	F-5s for Singapore	PRIB
PEACE LLAMA I	F-5s for Chile	PRIE
PEACE LODE	A37 [illegible] for Korea	PRIE
PEACE LOG	FMS Program-Logs Mgmt Program for IAF	PRIB
PEACE LOOK	AN/TPS-43E Radar for Greece	PRIW
PEACE LUXOR	ALQ-131 ECM Pods-Egypt	PRIB
PEACE MARBLE	Sale of F-16s to Israel	PRIB
PEACE MODERN	Modernization/Turkish GCA Radar	PRIW
PEACE OASIS	F-5E Aircraft for Jordan	PRIB
PEACE OMEGA	Greek C-130 Navigation Modification	PRIW
PEACE ONYX	F-16s for Turkey	PRIW
PEACE ORCHID	Fighter Aircraft for Singapore	PRIE
PEACE ORO	A/T-37s for Colombia	PRIE
PEACE OWL	Iran Electronic Warfare Range Program	PRIB
PEACE OWL II	Electronic Warfare Range Update	PRIB
PEACE PALM	Sale of F-5 to Sudan	PRIB
PEACE PALM II	F-5 Aircraft for Sudan	PRIB
PEACE PANTHER	Electronic Equipment for Israel	PRIB
PEACE PAPYRUS	Sale of AN/TPS 63 Radars to Egypt	PRIB
PEACE PAR	AN/TPN 19 Radar Australia	PRIE
PEACE PAR II	AN/TPN 19 Radar Australia	PRIE

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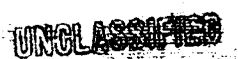
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NAME	UNCLASSIFIED MEANING	OPR
PEACE PARAPET	F-5E/F for Country "X"	PRIW
PEACE PASHA	Hybrid AN/TPS-43 Radar for Yugoslavia	PRIW
PEACE PAVE	PAVE WAY II Mark 82, 84, GBU-10, GBU Converter Kits	PRIB
PEACE PEEK	Cooperative Information Program-Germany	PRIW
PEACE PHARAOH	Egypt F-4 Program	PRIB
PEACE PHEASANT	F-4E Sale	PRIE
PEACE PHEASANT II	ROKAF F-4E Aircraft	PRIE
PEACE PHEASANT III	F-4D Attrition Fillers	PRIE
PEACE PHOENIX	C-130s for Singapore	PRIE
PEACE PILLAR	Sale of C-130s to Sudan	PRIB
PEACE PILOT	T-37 Aircraft for Jordan	PRIB
PEACE PILOT III	Lease & FMS Spt of T-37B to Jordan	PRIB
PEACE PILOT IV	Sale of T-37Bs to Jordan	PRIB
PEACE PILOT V	Transportation for T-37 to Jordan	PRIB
PEACE PLATA	A-37B to Uruguay	PRIE
PEACE PRINCE	C-130H to Thailand	PRIE
PEACE PRINCE II	C-130 H-30	PRIE
PEACE PULSE	TPS-43 Radars for Saudi Arabia	PRI-S
PEACE PUMP	Aerial Refueler for Saudi Arabia	PRI-S
PEACE PYLON	FMS Sale to Egypt	PRIB
PEACE PYRAMID	Sale of C-130 to Egypt	PRIB
PEACE PYRAMID II	C-130s for Egypt	PRIB

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PEACE PYTHON	Page Split for Korea	PRIE
PEACE QUERY	Commercial IFF Equivalent to Mode IV Saudi Arabia	PRI-S
PEACE RAMA	F-5Es for Thailand	PRIE
PEACE RAMA II	F-5E Attrition Thailand	PRIE
PEACE RANAO	A-37 for Honduras	PRIA
PEACE RANGE	TPS-43 Radar to Jordan	PRIB
PEACE RATTLER	AIM-9 Missile Korea	PRIE
PEACE REAPER	AIM-9P for Singapore	PRIE
PEACE REED	C-130 Follow on support for Egypt	PRIB
PEACE REEF	Lease of F-4E Aircraft-Australia	PRIE
PEACE REMO II	Reorganization & Modernization of Turkish Aerospace Industry	PRIW
PEACE REPAIR	RSAF F-5 Crash Damage & Repair Spt	PRI-S
PEACE RHINE	German F-4F Aircraft LRU-1 MOD	PRIW
PEACE RIDGE	Potential F-16 Country Customer	PRIP
PEACE ROLL	F-4E Aircraft to Iran	PRIP
PEACE ROLL II	F-4E Program for Iran	PRIB
PEACE ROLL III	RF-4E Program for Iran	PRIB
PEACE ROLL IV	F-4E Program for Iran	PRIB
PEACE ROLL V	RF-4E Acft for Iran	PRIB
PEACE ROLL VI	RF-4E for Iran	PRIB
PEACE RUSH	F-5E Program for Iran	PRIB
PEACE RUSH II	Iranian F-5s	PRIB
PEACE RUSH III	Iranian F-5Fs	PRIB
PEACE SAPPHIRE	Iran Maint of IAF Radar Sites (India)	PRIE

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PEACE SCEPTER	Comm Sys for the IIAF and IIGF-FMS	PRIB
PEACE SCOPE	AN/TPS 43E Radar	PRIT
PEACE SEEKER	AIM-9P-3 for Thailand	PRIT
PEACE SEEKER II	AIM-9P-3 Missiles for Thailand	PRIE
PEACE SENTINEL	AWACS for Saudi Arabia	PRI-S
PEACE SENTRY	Potential F-16 Country Customer	PRIP
PEACE SHADOW	ALQ 87 ECM MOD for Korea	PRIE
PEACE SHAKER	Egyptian Command Spt Acft	PRIB
PEACE SHARK	F-5E/F-5F Bahrain	PRIB
PEACE SHOW	Radars for Pakistan	PRIE
PEACE SIGMA	Mechanization of Spanish AF Logs Sys	PRIW
PEACE SILK	F-5E MTT Set Trainer for Thailand	PRIE
PEACE SIRE	Pakistan AF J-69 Depot Overhaul Facility	PRIE
PEACE SKY	AWACS	PRIB
PEACE SLATS	FMS Program-LES Kits & Spt F-4E Israel	PRIB
PEACE SMART	F-5B Laser Target Designator Retrofit (FE)	PRIE
PEACE SOL	F-16/79 Program for Country "L"	PRIA
PEACE SPARK	TPS/43D Radars	PRIB
PEACE SPHINX	RPV's	PRIB
PEACE SPIRIT I	Bell 412 Helicopters for VE	PRIC
PEACE SPIRIT II	Bell 214ST Helicopters for VE	PRIE
PEACE STARFIRE	MAVERICK Missiles - Singapore	PRIE
PEACE STARFIRE I	Laser Guided Bombs - Singapore	PRIE
PEACE START I	400 Technicians per yr FY76 Saudi	PRI-S
PEACE START II	400 Technicians per yr FY77 Saudi	PRI-S

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PEACE START III	MCC Technicians per yr FY78 Saudi	PRI-S
PEACE STATION	FMS Program-707 Tankers for Iran	PRIB
PEACE STATION II	707 Tankers for Iran	PRIB
PEACE STRIKE	FMS F-5E/F Aircraft to Malaysia	PRIE
PEACE STRIKE II	F-5E/F for Malaysia	PRIE
PEACE STRIKE III	RF-5E Aircraft - Malaysia	PRIE
PEACE SUN	Sale of F-15 to Saudi	PRI-S
PEACE SUN I	F-15C Replacement Acft for RSAF	PRI-S
PEACE SUN II	F-15 Facilities	PRI-S
PEACE SUN III	Contractor Spt Services & Tng	PRI-S
PEACE SUN IV	CONUS Tng for Pilots & Maint Personnel	PRI-S
PEACE SUN 7	F-15C Replacement Acft for RSAF	PRI-S
PEACE TALON	Portuguese AF Acquisition of T-38 Acft	PRIW
PEACE TAMER	Aircraft Study-Israel	PRIB
PEACE TANDEM	Laser Guide Bomb System	PRIE
PEACE TARE	Potential F-16 Country Customer	PRIP
PEACE TERRIER	T-37 Acft for Turkey	PRIW
PEACE THAI	UH-1N for Thailand	PRIE
PEACE THAR	Depot Repair and MCO Facility Pakistan	PRIE
PEACE TIGER	F5E Program Rep China	PRIE
PEACE TIGER II	F-5E Add On Program Rep China	PRIE
PEACE TIGER III	F-5E/F Continuation Program Rep China	PRIE
PEACE TIKAL II	A-37B for Guatemala	PRIE

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PEACE START III	400 Technicians per yr FY78 Saudi	PRI-S
PEACE STATION	FMS Program-707 Tankers for Iran	PRIB
PEACE STATION II	707 Tankers for Iran	PRIB
PEACE STRIKE	FMS F-5B/E Aircraft to Malaysia	PRIE
PEACE STRIKE II	[illegible] for Malaysia	PRIE
PEACE STRIKE III	RF-5E Aircraft - Malaysia	PRIE
PEACE SUN	Sale of F-15 to Saudi	PRI-S
PEACE SUN I	F-15C Replacement Acft for RSAF	PRI-S
PEACE SUN II	F-15 Facilities	PRI-S
PEACE SUN III	Contractor Spt Services & Tng	PRI-S
PEACE SUN IV	CONUS Tng for Pilots & Maint Personnel	PRI-S
PEACE SUN V	F-15C Replacement Acft for RSAF	PRI-S
PEACE TALON	Portuguese AF Acquisition of T-38 Acft	PRIW
PEACE TAMER	Aircraft Study-Israel	PRIB
PEACE TANDEM	Laser Guide Bomb System	PRIE
PEACE TARE	Potential F-16 Country Customer	PRIP
PEACE TERRIER	T-37 Acft for Turkey	PRIW
PEACE THAI	UH-1N for Thailand	PRIE
PEACE THAR	Depot Repair and MOD Facility Pakistan	PRIE
PEACE TIGER	F5E Program Rep China	PRIE
PEACE TIGER II	F-5E Add On Program Rep China	PRIE
PEACE TIGER III	F-5E/F Continuation Program Rep China	PRIE
PEACE TIKAL II	A-37B for Guatemala	PRIE

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